

SPECIAL TACTICS



ESCORT DETAIL MOBILE VIP PROTECTION



**MOBILE SECURITY AND MOTORCADE
OPERATIONS FOR 3-4 PERSON DETAILS**

DEVELOPED BY SPECIAL OPS & GOVERNMENT AGENCY VETERANS

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MOBILE VIP PROTECTION

**MOBILE SECURITY AND MOTORCADE
OPERATIONS FOR 3-4 PERSON DETAILS**



Special Tactics, LLC

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To those who have gone before us, the living and the fallen



COURSE OVERVIEW

The Larger Picture of VIP Protection

This book focuses on one aspect of VIP protection operations: mobile security. As we will discuss, mobile security and motorcade operations are only one piece in the larger puzzle of protection work and it is impossible to study and understand mobile security without at least a general understanding of protection operations as a whole. This first section provides an overview of the complete Special Tactics course of instruction on VIP protection in order to offer a context for the specific tactics, techniques and procedures explained in the rest of the book that relate specifically to mobile security.

VIP protection, sometimes referred to as executive protection or dignitary protection, is one of the most challenging and complex types of security operations. There are many reasons for this, including the large number of variables and uncertainties that a protection detail may have to deal with, the wide range of skills and activities associated with protection work, and the difficulties of dealing with a VIP who likely has little experience with or understanding of dangerous situations. Therefore, the challenge of protection work should not be taken lightly and it is critical to seek out the most capable and highly-trained people when forming a protective detail.

This book focuses on conducting operations with a protective detail consisting of 3-4 personnel or what we call the "escort detail." While an escort detail is large and more capable than a single-person (singleton) or two-person detail, it is still small compared to a full protective detail of 6+ personnel. This means that the escort detail will be facing increased risk and detail personnel will need to assume multiple roles/responsibilities. In the event of an attack, the escort detail also has limited manpower with which to respond. This problem becomes even more serious if one of the detail members is seriously injured or killed. In short, the already daunting challenge of protection work becomes even more difficult when working with the limited capabilities/resources of an escort detail.

Why Employ an Escort Detail?

Why should we employ an escort detail for protection operations if it is so dangerous and challenging? There are a number of possible answers to that question but the simplest and most common answer is because there is no other option. While very high-profile individuals and politicians have the money and resources to employ a full-sized security detail, most others do not. Many well-known celebrities, important business executives and senior leaders can only employ a single bodyguard. Therefore, a 3-4 person escort detail could even be considered large in terms of the vast majority of protection work that goes on around the world.

The escort detail is the smallest detail that can provide a reasonable level of security in a high-threat situation. Therefore, even if a VIP's resources are limited, he/she should strive to employ a 3-4 person security force, especially when faced with a specific threat or elevated threat level. Members of state and local government, senior business executives, religious leaders and other public figures are a few examples of people who might need to employ an escort detail. In some cases, the personnel for this detail may be drawn from local law enforcement. In other cases, the detail may be members of a private security company.

Another reason for employing a small escort detail might relate to the constraints associated with a "low-visibility" or "low-profile" scenario. In some cases, an individual might want protection but not want to draw attention to himself/herself. It is difficult to be discrete with a four-car motorcade. When it is critical to maintain a low profile the only option might be to employ a smaller escort detail. Therefore, there is an additional demand for escort detail protection tactics from those conducting low-visibility, high-risk operations overseas. While this book does not specifically address the additional factors and constraints associated with low-visibility or low-profile operations, the same general principles of protection still apply.

Phases of Protection Operations

The security mission never stops. If a detail is protecting a VIP against a serious threat, they will need to provide security 24-hours per-day and 7-days per week. It is impossible to predict where and when an attack might take place. Even if the VIP cannot afford round-the-clock security, there must still be plans and measures in place to maintain security at all times. Therefore as time passes, security operations generally fall into three phases or categories: site security (including compound, building, office, home etc.), mobile security and venue security.

The logic of these three phases or categories is fairly straightforward. When the VIP is at home, the detail must still protect the VIP against threats but the nature of the security work will most likely focus on obstacles like gates and locks, alert/alarm systems, cameras, guard shifts, fixed sentries, roving patrols and pre-planned responses to possible attacks. The tactics, training, skills and equipment associated with site, compound or home security are all quite specialized and specific to that particular phase of the security effort. They may not carry over into other types of phases of security operations.

The next phase of security is mobile security. When the VIP decides to go somewhere, he/she will most likely travel there by car. Providing security for the VIP along the route to his/her destination involves organizing a motorcade, planning a route, developing and rehearsing specific procedures for the VIP's arrival to and departure from various locations. In addition, the motorcade might come under attack at any point during the operation. The motorcade must establish standard operating procedures for responding to various types of attacks along the route.

When the VIP arrives at his/her destination, some of the detail members must be prepared to dismount and accompany the VIP on foot. We call this phase of the operation venue security. While there are an almost unlimited number of activities the VIP might be conducting at the destination, some activities are more common than others. Such activities might include a meet-and-greet with another VIP, delivering a speech from a podium or stage, shaking hands along a fenceline etc. While moving about on foot the VIP will also likely have to pass through certain types of structures, utilize stairwells and elevators. Keeping the VIP safe in all of these cases is the objective of venue security.

Once the VIP accomplishes his/her objectives at the venue, the motorcade will depart and return home. The trip back falls into the category of mobile security and the detail resumes site security (either compound, building, office or home) once the motorcade arrives safely. In summary, security operations can be divided into three phases or types, each one posing very unique challenges for the security detail.

In addition to these three general categories or phases, there are other special cases or topics that relate to protection. For example, a protection detail must learn specialized Close Quarters Battle (CQB) tactics and offensive/defensive empty-hand tactics that are specific to protection work. The realm of VIP protection operational planning, intelligence and advance force operations is also large enough to warrant its own category in a training curriculum.

This book focuses exclusively on mobile security, or the phase of the protection operation where the VIP is traveling from one place to another by vehicle. Special Tactics plans to publish other books and online courses covering the other phases and aspects of VIP protection including site security (compound, building, office, home), venue security, protection CQB, protection empty-hand tactics, protection planning, intelligence and advance operations.

Sizes of Protective Details

As already discussed, this book focuses on what we term the escort detail of 3-4 personnel. The escort detail is the smallest detail that can provide a reasonable level of security against an elevated threat, around the clock. The additional personnel offer the detail more flexibility and the option to employ supporting assets like an Advance or a Shadow/Follow Car. The additional personnel also allow for the establishments of shifts to provide 24-hour coverage, though with only 3-4 people the shift schedule will prove to be taxing. Finally, the additional personnel offer the ability to absorb casualties and still continue operations.

The smallest size detail, either a singleton or two-person detail, has almost none of these advantages which makes it a much more dangerous option when facing an elevated threat. This is particularly relevant when it comes to sustaining casualties. If a singleton or two-person detail takes a casualty, it becomes essentially combat ineffective and will have great difficulty continuing to provide protection for the VIP. However, despite these dangers, in some cases there may not be additional personnel, resources or funding available to field more than one or two personnel on a detail. A singleton detail is better than nothing and a two-person detail is substantially better than a singleton detail.

In the ideal scenario, the VIP has enough resources to field a full detail. A 5-person detail is the smallest size detail that can be considered a “full” detail in terms of capability and protection level. However, in most cases a full detail will include at least 6 personnel and sometimes more. A full detail is able to provide one or more Advance personnel and a 2-3 vehicle motorcade. A full detail may include assets like counter-sniper support or an additional vehicle carrying a heavily-armed Counter Assault Team or CAT. Given that most established, full-detail tactics are generally employed by U.S. Government Agencies to protect high-level officials, Special Tactics does not publish any digital or online training materials covering full-detail tactics due to their complexity and other considerations that necessitate in-person training. However, Special Tactics does offer full-detail protection training in-person and in printed form.

Another important factor regarding the size of protection details relates to how tactics and procedures change as the size of the detail changes. When it comes to certain categories of tactics such as Close Quarters Battle (CQB) tactics or small unit tactics, procedures remain relatively consistent regardless of the size of the element. This is less the case with protection operations. The procedures for conducting simple activities such as motorcade arrival, departure or emergency crossload can vary considerably based on the size of the detail. Even adding an additional person to a 3-person detail can significantly change tactical procedures. This is another factor that makes protection work particularly complex and why it is important to practice working with different sized details.

The Objective of Protection Operations

The most critical and obvious objective of protection operations is protecting the VIP from death or injury. However, the job of a protection detail does not end there. The detail is also responsible for protecting the VIP from embarrassment and harassment, particularly in public settings. In addition, a good security detail helps the VIP avoid as many inconveniences and frustrations as possible. These objectives can be difficult to accomplish all at the same time and can sometimes be conflicting or contradictory. This is another factor that makes protection work particularly challenging.

VIPs, public figures and politicians can stir emotions when they meet others or make appearances. These emotions can end up causing embarrassment. There are many ways such a scenario might play out. For example, angry bystanders who do not like the VIP might yell insults and throw fluids or projectiles at the VIP. In some cases, people might be throwing harmless

materials, ridicule the VIP or dirty the VIP's clothing. In other cases, they may be throwing things that could cause injury. Bystanders might throw eggs at the motorcade, perform profane or indecent acts or cause damage to property. The security detail must try to stop these activities or mitigate their effects as much as possible.

In some cases, it might be appropriate for the security detail to physically intervene and control people who are causing embarrassment. However, such aggressive action is not always feasible or justified. In some cases embarrassing activities might be illegal, in other cases, the actions of bystanders might be protected as free-speech. In some cases it would not be appropriate for the detail to intervene but local law enforcement might be able to step in to stop illegal activities such as indecent exposure or disturbing the peace. The detail must understand the complex nature of these factors to choose the most appropriate and effective response.

In some cases, the security detail itself might end up causing more embarrassment for the VIP than troublesome bystanders. For example, suppose there is a rowdy individual who is yelling insults at the VIP and moving closer and closer to the walking formation in an aggressive manner. At a certain point the detail may have to step in and make physical contact with the rowdy individual to keep the individual away from the VIP. If one of the detail members gets into a physical struggle, starts throwing punches, and hits the rowdy individual in the face knocking him down this could cause a major public relations problem for the VIP.

Even if aggressive force was justified from a security perspective, it is likely that another bystander captured the event using a phone camera. Videos can be edited to only include the aggressive actions taken by the security detail. The story can be framed in a way that makes the aggressor look like a victim and casts the VIP and the security detail in a bad light. The fallout and embarrassment from such an incident can be much worse than anything the rowdy bystander might have done. It is therefore critical for the security detail to understand how to best navigate such complex dilemmas.

While the primary concern must always be the physical safety of the VIP, a good security detail knows how to resolve potentially embarrassing situations in a way that is least likely to cause negative fallout for the VIP. For example, instead of punching a threatening individual in the face, there are other defensive tactics that can effectively accomplish the objective but appear much less menacing, such as a shoulder takedown or redirect technique.

Sometimes fans or supporters can be as much of an embarrassment threat as opponents. Adoring fans might mob the VIP, try to touch or hug him/her. When shaking hands along a fenceline, an overzealous supporter might refuse to let go of the VIP's hand. Such events can be embarrassing or uncomfortable for the VIP and it is up to the security detail to resolve such incidents as quickly and quietly as possible while remaining courteous and polite at all times. If the detail overreacts and ends up hurting or offending a fan that can cause problems for the VIP, especially if the incident is caught on video.

The detail must also protect the VIP from embarrassment or mishaps caused by random environmental factors. With all the security detail has to worry about and focus on, it is easy for someone to accidentally close the VIP's coat in the car door, step on the VIP's heel, bump into or trip the VIP etc. If it is raining or windy or if there are hazards on the ground, that can cause additional, unexpected environmental challenges for the detail. In short, the security detail

cannot afford to ignore even the most trivial factors while maintaining primary focus on the most important objective: the physical security of the VIP.

Dealing with the VIP

In some cases, dealing with the VIP can be just as challenging as dealing with potential threats. Every VIP is different and it is up to the security detail to understand the personality and individual quirks of the person they are protecting. Some VIPs can be very difficult to work with. They might say that the security detail makes them feel constrained or uncomfortable. They may defy the security detail and take reckless risks that put everyone in danger. In some cases the security detail might even get reprimanded by the VIP for nothing more than doing their jobs thoroughly. However, the security detail will also get blamed if something goes wrong and the VIP gets hurt. Balancing such challenging, contradictory demands can make protection work much more complicated and difficult.

In other cases, the VIP might be paranoid and extremely demanding, calling on the security detail constantly and reporting imagined threats. Such a VIP might reprimand the security detail for the smallest, perceived mistake or infraction. Fear, panic and paranoia might cause the VIP to behave erratically or irrationally, making him/her harder to protect. When dealing with this sort of VIP, the detail must not let the VIP's behavior cause distractions that jeopardize the primary objective. At the same time, the detail personnel must do their best to comfort the VIP and make him/her feel as safe and reassured as possible.

Some VIPs might have former security, military or law enforcement experience and have the overzealous mindset of, "I can take care of myself." While it might seem that VIPs with tactical experience would be easier to protect, this is not always the case. The VIP is not part of the security detail and should stand back and let the security detail personnel perform their jobs without interference. Dealing with a VIP who thinks he/she is smarter or more qualified to run the security detail than the actual detail personnel can be particularly challenging.

These are just a few common personality issues the detail might encounter when dealing with a VIP. The biggest problem with all of these issues is that the VIP is ultimately the boss or the client in one way or another. Therefore, the detail has to find a way to make the VIP happy and do what the VIP wants, which as with the cases above, can contradict best security practices. It is important for the security detail to understand their exact relationship with the VIP. For example, if the VIP hires a private security detail, he/she can fire the detail at any time. Alternatively, politicians may have less control when it comes to firing or reprimanding their security personnel. As a security professional, it is important to know who the real client is and recognize the challenges of balancing the client's satisfaction with safety concerns.

Who This Book is For and How to Use It

This book will of course be useful to security professionals who need to conduct protection operations with limited resources, limiting them to a detail of only 3-4 people. However, given that the fundamental principles of protection operations are applicable to many different areas of tactics and combat, the book can also be useful to anyone who is looking to increase their tactical knowledge or capability including law enforcement officers, military personnel or responsible citizens who want to keep themselves, their families and communities safe.

Law enforcement officers are sometimes required to provide security details for local government officials or public figures, or in some other cases law enforcement officers need to work in coordination with protection details or private security companies. Military personnel likewise sometimes need to provide security details for high-ranking officers or other VIPs visiting a base or area of operations. Civilians may also find themselves in need of knowledge about security procedures, either to provide their own security or to evaluate the quality of security companies they hire. Not all the information in this book might apply to every one of these individuals, but the general knowledge and concepts have applications to many aspects of tactics and self-defense.

Just reading this book will not make you more effective as a security professional or security detail member. You must practice the techniques in this book over and over as part of a more complete tactical training, weapons training and fitness program in order to truly enhance your combat performance. While you can read this book from cover-to-cover for background, you will find that some sections are repetitive which is intended to make each section of the book self-contained. A more practical way to use the book is to reference the sections that are most relevant to you in the context of a larger training program. The book is designed to complement other books from Special Tactics as well as online courses and in-person training. Reading this book is only the beginning to becoming proficient at the art and science of protection.



INTRODUCTION

The Four Pillars of Survival

The “four pillars” of survival are proper mindset, situational awareness, skill proficiency and physical fitness. These pillars form the basis for success in all combat situations. This manual is intended not only to teach specific techniques, but rather to increase the reader’s actual chances of survival and success in a real-life emergency. An expert marksman who is not mentally prepared for the stress of combat and not ready to employ lethal force can lose to an untrained adversary. Lack of situational awareness, even for a moment, can cause an experienced fighter to fall victim to unskilled enemies. Therefore, any combat training program must rest on the following four pillars.

Proper Mindset

Proper mindset is the most critical of the four pillars. In the simplest terms, people with the proper mindset devote significant time and energy to protecting themselves and their loved ones from the worst-case scenario. Many people will learn to shoot a pistol or study a martial art but their skills decline quickly because they fail to practice frequently enough. Having the proper mindset means being tough, determined, never cutting corners and taking every precaution to ensure survival. In a combat situation, having the proper mindset means being prepared to employ lethal force without hesitation and never quitting during the fight regardless of fear or pain. The training suggestions in this manual will help you develop the proper mindset.

Situational Awareness

Lack of situational awareness is one of the leading causes of failure or death in combat situations. In modern society, most people’s situational awareness is very low. They generally spend their day wrapped up in their own thoughts and problems and pay little attention to what is going on

around them. People who live in relatively secure environments fall into even deeper levels of complacency and unpreparedness. The mentality of, “it can’t happen to me,” can ultimately prove to be disastrously wrong. Most victims of crime, terrorism and other deadly attacks lived their lives thinking, “it can’t happen to me.”

People with the proper mindset understand the importance of situational awareness and make disciplined efforts to cultivate it. Situational awareness begins with awareness of the threat and awareness that bad things can happen to anyone. Situational awareness involves trying to remain alert at all times without being paranoid. Situational awareness also involves keeping up with local news, and studying trends in violent crime. Those committed to protecting their families might conduct research to identify registered sex offenders in their area. When you travel to a new city, it is useful to learn which neighborhoods have a higher crime rate and plan your route accordingly. The best way to improve your situational awareness is to make a conscious effort to continually cultivate and improve it.

Skill Proficiency

Once you have the proper mindset and maintain good situational awareness, the next step is to ensure you have the proper skills or “tools” to protect yourself in a combat situation. When striving to improve skill proficiency it is important to choose the best skills and techniques that are simple, effective, easy to perform and can realistically apply to a real-life scenario. Then you must practice these techniques repeatedly until they become second nature. This will maximize the chances that you will respond immediately in a high-stress situation. The central focus of this manual is to help you build skill proficiency.

Physical Fitness

Fitness is a critical but often overlooked factor that affects your chances of survival in a combat situation. Even skilled fighters with the proper mindset and high levels of situational awareness can lose a fight simply because they run out of energy. In order to maintain adequate levels of combat fitness, you do not need to achieve the same fitness level as a professional or Olympic athlete. Rather, the key is merely to stay healthy, maintain a decent level of cardiovascular endurance, running speed, functional strength and coordination. Popular commercial fitness programs don’t always focus on the most useful abilities needed for combat. For example, many people jog but how many also run sprints to build speed? Simply being able to run fast without falling is one of the most critical survival skills in a gunfight or emergency situation, yet most people rarely practice sprinting. For those interested in combat fitness, Special Tactics provides a range of books and courses on the subject.



MOBILE SECURITY

Concepts and Fundamentals

The four fundamentals just described apply to all types of combat and security operations. There are also certain concepts and fundamentals that apply specifically to mobile security. As already explained, mobile security focuses on protecting the VIP when he/she is moving from one point to another. The VIP could be moving from his/her home to a venue or moving between scheduled and unscheduled stops. While the techniques of VIP protection vary widely depending on the situation and a number of influencing factors, there are certain core concepts and fundamentals that apply to almost all aspects of mobile security operations.

Cover, Concealment and Screening

Cover and concealment are some of the most basic and important concepts in all types of modern combat operations. However, remarkably, it is very common for even experienced security professionals, law enforcement officers and military personnel to fail to take advantage of cover and concealment, even when under hostile fire. When conducting protection operations in particular, you must take maximum advantage of cover and concealment at all times to ensure the safety of the VIP and the rest of the security detail. It is also critical to take advantage of screening whenever possible, using objects and obstacles to screen the detail or motorcade from hostile observation.

When you are not under fire and operating under normal conditions, you should still be mindful of cover, concealment and screening. This means, if you are standing still, it is better not to stand in the open but instead stand near a large object or piece of cover. Even if you are not actually crouching down and taking cover behind that object, it will provide some degree of protection. More importantly, should you need cover quickly, you will be standing right next to it and won't have to run to cover first and then get down.

It is also important to provide "body coverage" for the VIP whenever possible. This means that if you are opening the door for the VIP or helping him/her out of a vehicle, you should

position yourself so your body is shielding the VIP from view and potential hostile fire. This sometimes requires you to move closer to the VIP and angle your body differently. Body coverage becomes more effective if you are wearing armor.

Finally, cover and concealment becomes even more important when you are under fire. If you are taking hostile fire, do not run out into the open if you can take cover behind a solid object or vehicle. When taking cover behind an unarmored vehicle, try to remain behind the engine block and/or wheel well. When exiting a vehicle, do not get out on the side from which the fire is coming, crawl across and exit on the opposite side. In some cases, opening doors will offer some extra concealment. In other cases, closing doors will enhance the cover provided by a vehicle. All of these examples emphasize the importance of cover, concealment and screening and show how it is critical to all aspects of protection operations.

Speed and Timing

Like cover and concealment, speed and timing are critical, core concepts that apply to all aspects of protection operations. In emergency situations, you must move fast. For example, if the motorcade is ambushed, it is essential to get out of the ambush zone as quickly as possible. This means there may not be time to find the perfect solution or fully assess the situation. The longer you remain in the ambush/kill zone (or “on the X”) the greater the chances that someone will be killed or injured.

There are many other cases when speed is essential. When crossloading the VIP from one vehicle to another, you want to minimize the time that the VIP is in the open, which means transferring the VIP as quickly as possible. When driving through an ambush, you should drive as fast as possible to quickly create distance from the hostile fire. As a 3-4 person detail, you are likely outnumbered by the adversary and have limited firepower and ammunition. Do not stay and try to shoot it out with the hostile ambush force. Use speed as security and move quickly away from danger.

Speed and timing are also closely connected. Being precise in the timing of your actions and movements also greatly increases security for the VIP. This concept applies to everything from ensuring the motorcade arrives precisely on time to synchronizing the opening and closing of doors to maximize the protection offered by the vehicles and minimize the chances of stray bullets ricocheting into the limo. In short, while speed is often critical, it is sometimes also important to ensure the timing of your actions is precisely controlled and synchronized.

Free-Flowing Flexibility

Many of the techniques in this book provide specific prescriptions for what particular detail members should do at specific times in specific situations. However, it is important to remember that procedures can change based on the situation and must remain flexible. This is particularly important when operating with a small detail of only 3-4 people. Every member of the detail

must maintain situational awareness and be prepared to fill in and cover down for their fellow detail members.

For example, if a technique calls for the Officer in Charge (OIC also sometimes called the Team Leader) to crawl into the back seat of the Limo with the VIP, what happens if the OIC is injured or otherwise occupied? What happens if the OIC is unable to crawl into the back seat for any reason? If the detail has rigid, inflexible procedures, everything might shut down. However, in this case the Limo Driver must be prepared to take the OIC's role and crawl into the back seat. The OIC will then have to immediately take on the driver's responsibilities.

In the same scenario, what if neither the OIC or the driver is able to crawl into the back seat? In this case one of them might need to exit through the front door and re-enter the vehicle through the rear door. This same "free-flow" principle applies to all aspects of protection operations. If one detail member is providing cover to the right, the next detail member will cover the left, but if the first detail members covers the left, the next will remain flexible and cover the right. This is the concept of free-flowing flexibility.



MOBILE SECURITY

Team Organization and Formations

If you are operating with three or four people, there are a number of different ways you can organize or assign them depending on your priorities, mission and expected threat. While a 3-4 person detail offers more options than a 1-2 person detail, it is still limited in capacity compared to a full detail with 6+ personnel. Detail members will need to assume multiple roles and responsibilities while covering several potential threats simultaneously. In most cases the detail will also have to assume risk in some areas in order to offer better protection in other areas. Essentially, sometimes you may have to give up something to gain something.

The most critical decision is whether to remove one of the detail members to act as an Advance or to use that individual to augment up the detail itself. In most cases, the best option is to employ an Advance since reconnaissance and early warning are critical to success in any protection option. However, in other cases you may have no choice but to operate without an Advance and use the additional person to augment the security detail. In these cases it is generally necessary to call on the help of a third party to provide some of the support that the Advance would ordinarily provide.

For example, if you are working with local law enforcement, you may be able to contact a local law enforcement officer and ask him/her questions about the status of a location prior to your arrival. If your VIP is meeting another VIP, you may be able to coordinate with the other VIP's security detail or staff ahead of time. Essentially, if you opt not to employ an Advance, you should try to take advantage of any available personnel or resources to gather as much intelligence as possible before departure.

Formations are also critical for providing security. Formations cover both foot movement and motorcades. Because this book focuses on mobile/motorcade security, it will only cover vehicle formations. With a three to four person detail, you will be operating with no more than two vehicles which makes motorcade formations and seating assignments simpler.

Motorcade Vehicle Selection and Armor Protection

How do the techniques explained in this book change depending on the type of vehicle in the motorcade and level of armor protection provided? These factors certainly have an impact on operations and tactical decisions but they ultimately will not completely alter or negate any of the techniques or procedures explained in this book. However, it is critically important to keep these factors in mind and use your head to understand how they change the tactical equation.

For example, with an unarmored vehicle, it is particularly important to take cover behind the engine block if possible since the rest of the car provides less effective cover from bullets. If the entire vehicle is armored, there are more safe options for where to take cover behind the vehicle. However, you can still get hit and/or killed by bullets skipping under a vehicle whether it is armored or not.

The same applies to vehicle doors. Unarmored vehicle doors provide very limited protection from bullets so tactics don't rely on the protective capacity of doors. Armored doors offer better protection but still only protect your upper body. There might also be a temptation to remain inside an armored vehicle and wait for help instead of crossloading or bailing out. This is generally not the best option since even armored vehicles can be set on fire or destroyed with rockets or explosives. It is critical to know the armor protection capabilities of your vehicle, know your environment and understand the threat. This will allow you to make slight adjustments to the tactics in this book to fit your specific situation.

There are many other factors to be considered when selecting vehicles for the motorcade. In some cases, you will not have a choice and will have to work with whatever vehicles are available. Regardless, as the security detail it is your responsibility to know your vehicles and understand their advantages and disadvantages. For example, some protection tactics require detail members to crawl into the back seat of the vehicle or crawl across the center console. In some vehicles this might not be possible. Be sure to practice all techniques and maneuvers in the actual vehicles you will be using in the motorcade, wearing the same gear and equipment you will be wearing during the operation.

If given the option to select your own vehicles, there are many other factors to consider in the effort to maximize effectiveness. There are a number of attributes that are desirable for motorcade vehicles. Which of these you choose to prioritize depends on the mission, the environment and any constraints imposed by the situation. Ultimately, you will have to make tradeoffs, give up something to gain something. If funding is limited it will force you to make even more tradeoffs.

One of the most critical factors is vehicle reliability. You want to ensure the vehicle is in good condition and well maintained. If the vehicle breaks down in a bad area or during an emergency situation that will greatly increase risk for the VIP. If given the choice between manual transmission and an automatic transmission it is ideal to select automatic transmission. Regardless of your driving skill or personal preference, manual transmission adds an additional variable in high-stress situations. If the motorcade comes under attack, you want to be able to focus maximum attention on the threat, and not worry about shifting gears.

It is also ideal to have a vehicle that is fast so it can escape quickly in an emergency. A larger, heavier vehicle is safer in a crash and is better for dealing with obstacles in the road, however if you are operating in an area with many narrow streets, a larger, heavier vehicle might be a liability. You should also consider the vehicle's all-terrain capability if you expect to be operating in areas with unimproved roads.

The VIP will also have certain preferences that affect vehicle selection. The VIP may want to maintain a certain appearance or reputation that calls for a certain type or class of vehicle. The VIP may also insist on using a vehicle with certain amenities or creature comforts. The VIP may insist on using a vehicle he/she already owns as the Limo which may place further constraints on your options.

There are no fixed formulas for selecting the right vehicle and once again, you may have no choice but to use what is available. However, you should analyze the factors above and any other relevant factors when setting up the motorcade. In some cases you may be able to make small modifications to the motorcade vehicles that enhance security. Detailed instructors for how to select, maintain and optimize vehicles are beyond the scope of this book and will be covered in future publications focusing specifically on evasive/tactical driving.

ORGANIZATION AND FORMATIONS: THREE-PERSON DETAIL

OPTION 1: OIC, Limo Driver and Advance

If you are only able to field three people, at a minimum you will need an Officer in Charge (also sometimes called the Team Leader) and a Driver for the Limo. The question is what to do with the third person. The most effective option is generally to use the third person as an "Advance" for the detail. The Advance will generally not ride in the limo but will instead move ahead to the venue or scheduled stop to gather information and conduct preparations for the VIP's arrival. Once the VIP arrives, the Driver will remain in the limo and the Advance will join the OIC to provide a 2-person dismounted protective detail for the VIP. However, when operating with only three people, the decision to employ an Advance will limit the motorcade size to a single vehicle. Therefore, the configuration below minimizes risk at the venue or scheduled stop but can increase risk while driving along the route. Note that the Advance will also need to provide his/her own transportation when scouting ahead of the detail.

POSITION	DUTIES & RESPONSIBILITIES
<i>Officer in Charge (Team Leader)</i> 	Overall in charge of the detail and primarily responsible for the VIP. Remains close to the VIP at all times during movement and is personally responsible for the VIP's safety and wellbeing. Handles all administrative matters relating to the VIP. Works closely with the VIP and the VIP's Staff to ensure all goals and objectives are accomplished. Responsible for obtaining, updating, and disseminating all protective related information to the rest of the detail.
<i>Limo Driver</i> 	Drives the limo and responsible for all Limo related matters and activities. Prepares, maintains, and handles the Limo during all VIP travels. Keeps the OIC updated on the status of the Limo at all times. Remains with the Limo during operations and movement. Monitors and responds to all radio transmissions as needed.
<i>Advance</i> 	Performs all on-site venue surveys and site/venue coordinations. Acts as a guide for the rest of the detail while at the venue or scheduled stops. Coordinates security arrangements before the detail's arrival at the venue. Arranges and/or confirms specific information and makes all preparations for the VIP's visit. Identifies requirements and effects all necessary security coordination on site. Receives and leads the VIP to all arranged personal meetings and/or specific locations at the venue as specified on the VIP's itinerary.

ORGANIZATION AND FORMATIONS: THREE-PERSON DETAIL

OPTION 2: OIC, Limo Driver and Shadow Car Driver

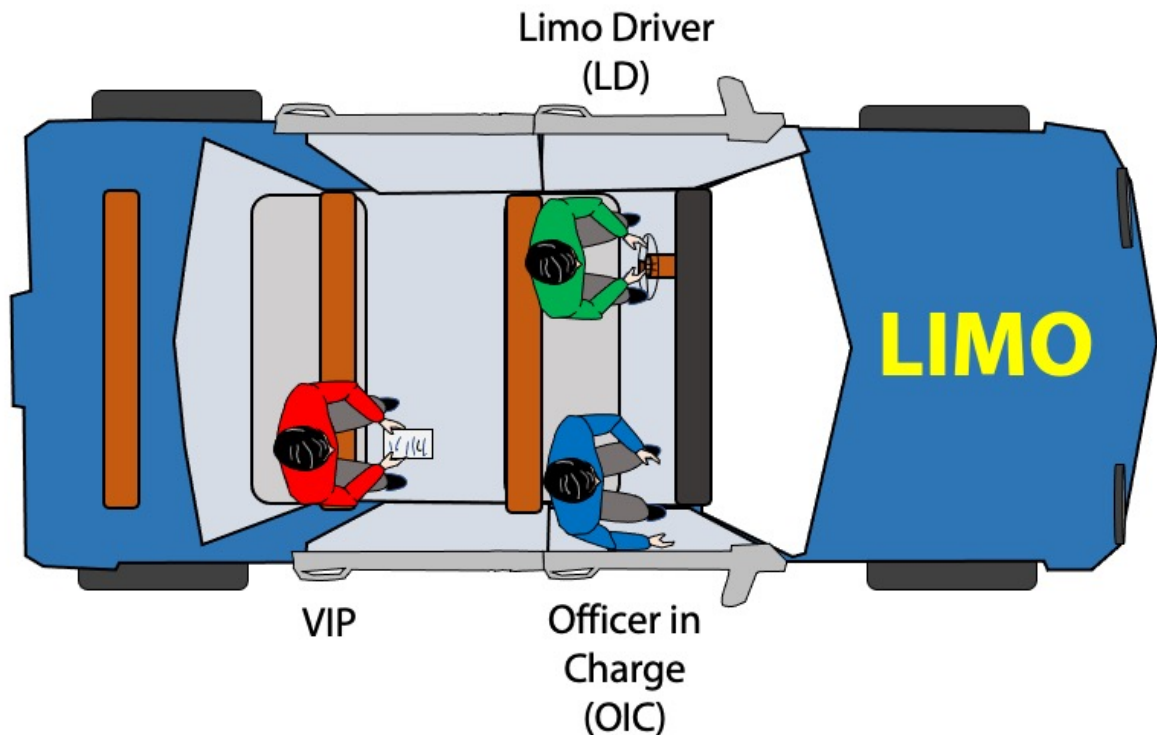
If you are only able to field three people, at a minimum you will need an Officer in Charge (Team Leader) and a Driver for the limo. If you choose not to employ an Advance for the detail, the other option is to use the third person as a Shadow Car Driver. The Shadow Car Driver will drive a second vehicle and follow the Limo in order to provide protection, support, lane-change assistance and a backup vehicle should the limo become immobilized. Once the VIP arrives, both the Limo Driver and Shadow Car Drivers will generally remain in their vehicles, meaning only the OIC will be able to guard the VIP on foot. Therefore, the configuration below minimizes risk while driving to the venue by providing a backup/support vehicle, but increases the risk once the VIP dismounts since there will only be a one-person (Singleton) detail providing protection.

POSITION	DUTIES & RESPONSIBILITIES
<i>Officer in Charge (Team Leader)</i> 	Overall in charge of the detail and primarily responsible for the VIP. Remains close to the VIP at all times during movement and is personally responsible for the VIP's safety and wellbeing. Handles all administrative matters relating to the VIP. Works closely with the VIP and the VIP's Staff to ensure all goals and objectives are accomplished. Responsible for obtaining, updating, and disseminating all protective related information to the rest of the detail.
<i>Limo Driver</i> 	Drives the limo and responsible for all Limo related matters and activities. Prepares, maintains, and handles the Limo during all VIP travels. Keeps the OIC updated on the status of the Limo at all times. Remains with the Limo during operations and movement. Monitors and responds to all radio transmissions as needed.
<i>Shadow Car Driver</i> 	Drives the Shadow Car. Responsible for all Shadow Car related matters. He/she keeps the OIC updated on the status of the Shadow Car at all times and has total control of the Shadow Car during all VIP travels. Remains with the Shadow Car at all times. Monitors and responds to all radio transmissions as needed.

ORGANIZATION AND FORMATIONS: THREE-PERSON DETAIL

Single-Vehicle Seating Assignments

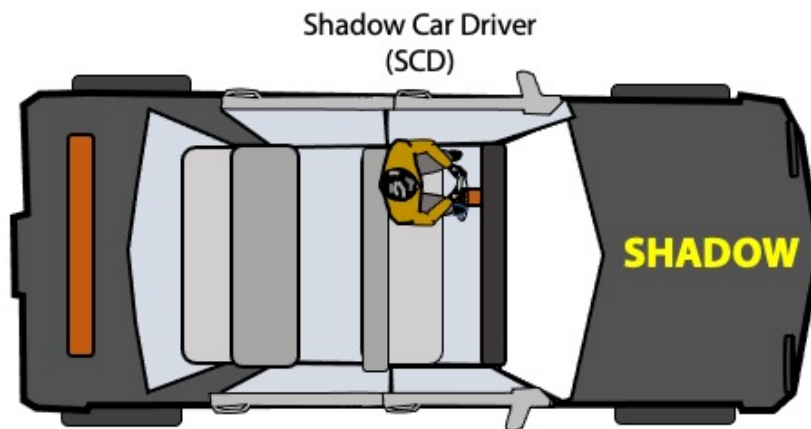
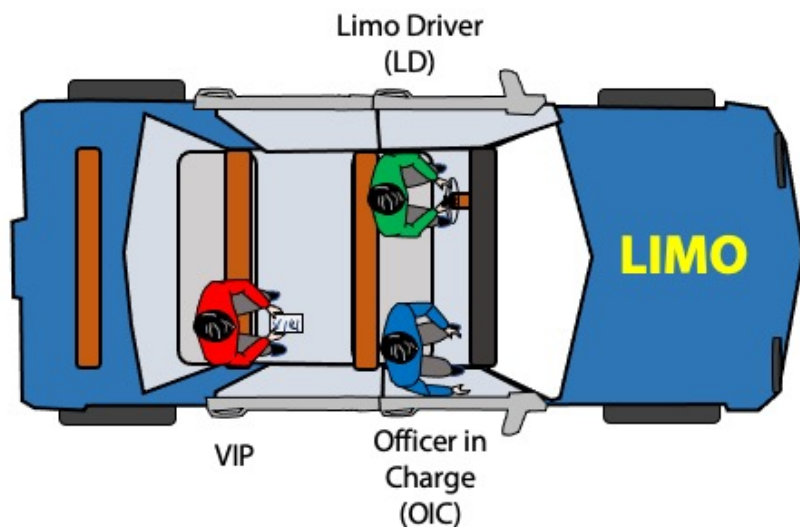
If you have a three-person detail and are operating with only one vehicle, that means your third detail member is acting as an Advance and has used his/her own transportation to scout ahead to the venue or scheduled stop. This leaves the Officer in Charge (OIC) and Limo Driver (LD) in the vehicle with the VIP. The Limo Driver will generally remain in the driver's seat unless there is an emergency situation or the detail must evacuate the vehicle. The OIC will sit in the front passenger seat which affords him/her the best position to control the detail. The VIP will sit alone in the back seat of the vehicle. VIPs generally value their privacy and it therefore very rare that the VIP will want to sit with a member of the protective detail. This will limit you to only two security personnel in the limo.



ORGANIZATION AND FORMATIONS: THREE-PERSON DETAIL

Two-Vehicle Seating Assignments

If you are only able to field three people, and are operating with two vehicles, that means you have chosen not to employ an Advance and have instead chosen to assign the third person to drive a shadow car. When employing a shadow car the seating assignments do not change. The Limo Driver and Shadow Car Drivers remain in their respective drivers seats. The OIC sits in the Limo's front passenger seat and the VIP sits alone in the back seat of the limo.



ORGANIZATION AND FORMATIONS: THREE-PERSON DETAIL

General Traveling Formations (Offset Right/Left)

If you are operating with three people and choose to employ the third person as a Shadow Car Driver (SCD), this will give you two vehicles for your motorcade. Otherwise, you will have only a single vehicle and there will be no need for motorcade formations. With two vehicles, the Shadow Car will drive behind the Limo. The distance between the two vehicles can vary but the Shadow Car must be close enough to support or screen the Limo if needed. The Shadow Car will also assist with lane changes. The limo will signal left or right and the Shadow Car will change lanes first, blocking off a space for the Limo. Sometimes the Shadow Car will drive directly behind the Limo, especially in narrow streets or in situations where the Shadow Car wants to maintain a low profile. However, in most cases the Shadow Car will want to offset to one side or the other. Offsetting will give the Shadow Car better visibility to the front and will make it easier to push forward and screen the Limo should the Limo take fire. The SCD will choose to offset right or left based on the direction of greatest threat. The SCD can increase or decrease the offset as needed and switch sides as necessary. In some cases the OIC may direct the SCD to offset to the right or left.

OFFSET LEFT



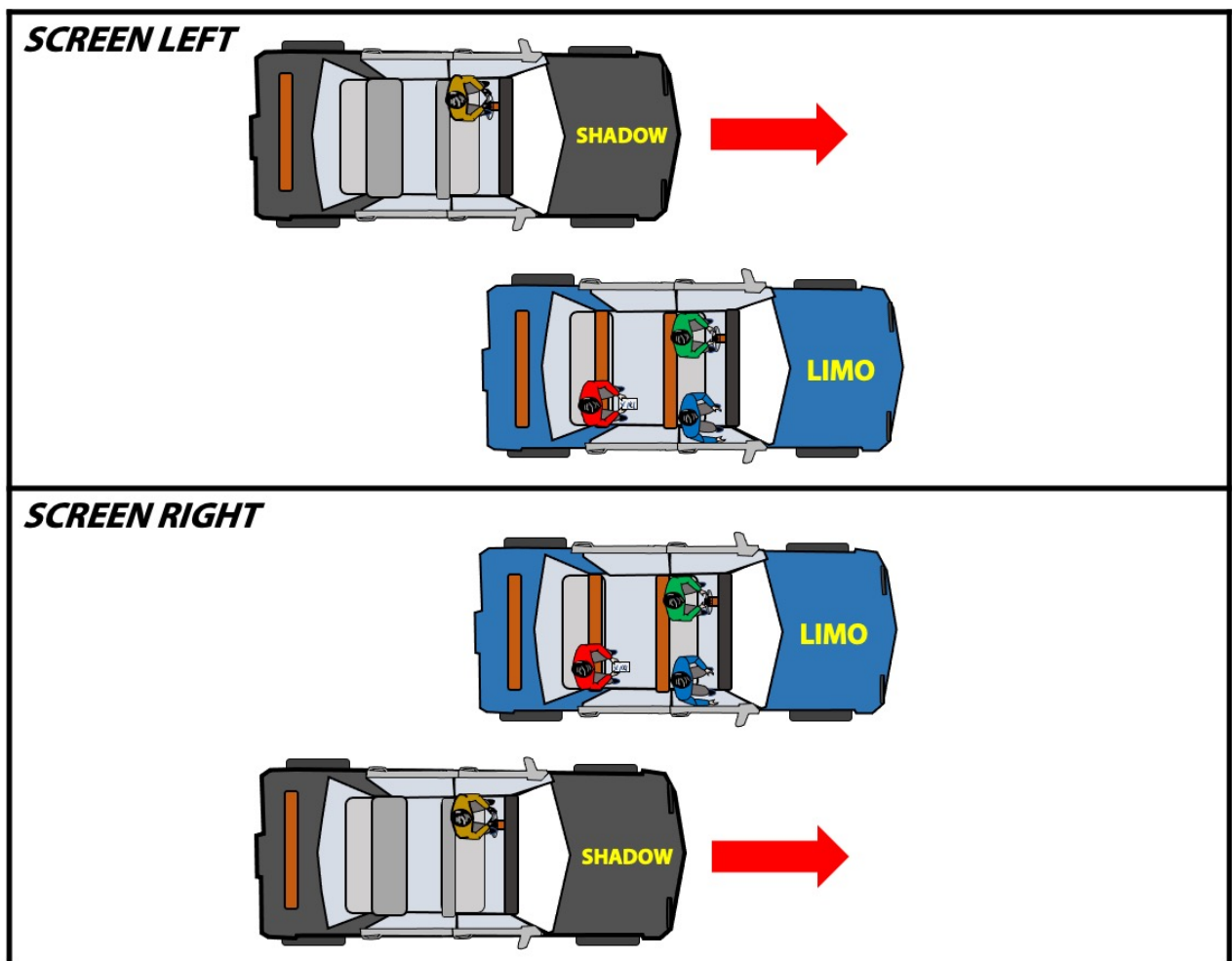
OFFSET RIGHT



ORGANIZATION AND FORMATIONS: THREE-PERSON DETAIL

Screen Right/Left

If the Limo takes fire or if there is a serious threat to either side, the Shadow Car might want to pull forward to screen the Limo to the left or right depending on the direction of the threat. If the Limo takes fire, it should not slow down but should instead drive forward as quickly as possible to get out of the ambush zone. This means that the Shadow Car might not be able to fully catch up to the Limo to screen left or right. However, the Shadow Car Driver (SCD) should do his/her best to provide as much screening for the Limo as possible. It is also important for the SCD to remain aware if the Limo slows down or becomes immobile. The SCD does not want to accidentally drive past the Limo. In some cases the OIC may direct the SCD to screen to the right or left.



ORGANIZATION AND FORMATIONS: FOUR-PERSON DETAIL

OPTION 1: OIC, Limo Driver, Advance, Shadow Car Driver

If you are able to field four people, that will give you more options and capability when organizing the protective detail. As always, at a minimum you will need an Officer in Charge (Team Leader) and a Driver for the Limo. Given that the VIP generally prefers to sit alone, the additional personnel will need to ride in a second vehicle. Therefore, if you decide to employ an Advance, the final person will assume the role of Shadow Car Driver. The Advance will generally not ride in the motorcade but will instead move ahead to the venue or scheduled stop to gather information and conduct preparations for the VIP's arrival. Once the VIP arrives, the Limo Driver and Shadow Car Drivers will remain in their vehicles while the Advance will join the OIC to provide a 2-person dismounted protective detail for the VIP. Note that the Advance will also need to provide his/her own transportation when scouting ahead of the detail.

POSITION	DUTIES & RESPONSIBILITIES
<i>Officer in Charge (Team Leader)</i> 	Overall in charge of the detail and primarily responsible for the VIP. Remains close to the VIP at all times during movement and is personally responsible for the VIP's safety and wellbeing. Handles all administrative matters relating to the VIP. Works closely with the VIP and the VIP's Staff to ensure all goals and objectives are accomplished. Responsible for obtaining, updating, and disseminating all protective related information to the rest of the detail.
<i>Limo Driver</i> 	Drives the limo and responsible for all Limo related matters and activities. Prepares, maintains, and handles the Limo during all VIP travels. Keeps the OIC updated on the status of the Limo at all times. Remains with the Limo during operations and movement. Monitors and responds to all radio transmissions as needed.
<i>Advance</i> 	Performs all on-site venue surveys and site/venue coordinations. Acts as a guide for the rest of the detail while at the venue or scheduled stops. Coordinates security arrangements before the detail's arrival at the venue. Arranges and/or confirms specific information and makes all preparations for the VIP's visit. Identifies requirements and effects all necessary security coordination on site. Receives and leads the VIP to all arranged personal meetings and/or specific locations at the venue as specified on the VIP's itinerary.
<i>Shadow Car Driver</i> 	Drives the Shadow Car. Responsible for all Shadow Car related matters. Keeps the OIC updated on the status of the Shadow Car at all times and has total control of the Shadow Car during all VIP travels. Remains with the Shadow Car at all times. Monitors and responds to all radio transmissions as needed.

ORGANIZATION AND FORMATIONS: FOUR-PERSON DETAIL

OPTION 2: OIC, Limo Driver, Follow Car Driver, Shift Leader

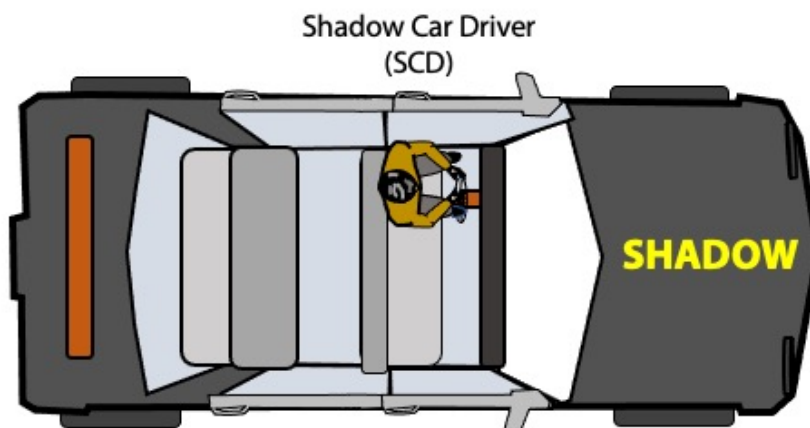
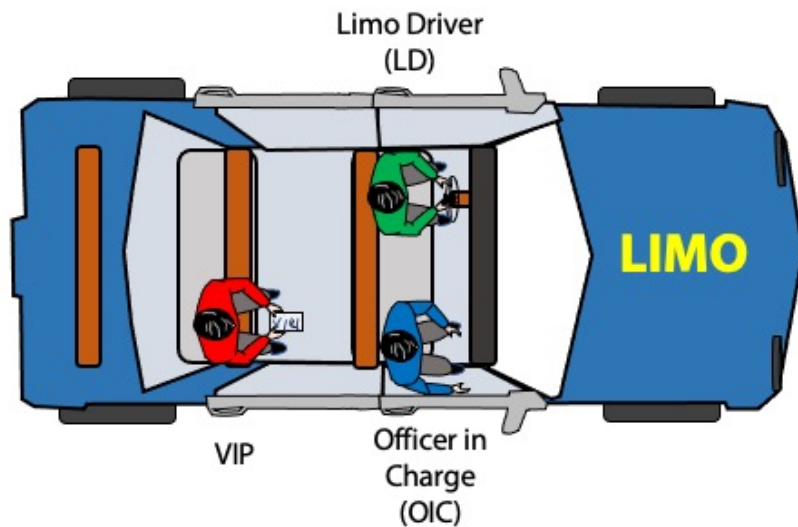
If you are able to field four people but choose not to employ an Advance, this will allow you to augment the motorcade with an actual "Follow Car" instead of just a Shadow Car. The Limo Driver and OIC will ride in the limo with the VIP. The Follow Car Driver (FCD) and Shift Leader (SL) will ride in the follow car. Like a shadow car, the follow car provides protection, support, traffic lane change assistance, and a backup vehicle should the limo become immobilized. However, the addition of the SL to the follow car greatly increases its protective capability. Once the VIP arrives, both the Limo Driver and Follow Car Drivers will generally remain in their vehicles, while the OIC and SL will dismount to provide a 2-person detail for the VIP while at the venue. Therefore, the configuration below provides the very best protection while driving and still offers a 2-person dismounted detail at the venue. However, the configuration below will not benefit from the intelligence and coordination provided by the Advance.

POSITION	DUTIES & RESPONSIBILITIES
<i>Officer in Charge (Team Leader)</i> 	Overall in charge of the detail and primarily responsible for the VIP. Remains close to the VIP at all times during movement and is personally responsible for the VIP's safety and wellbeing. Handles all administrative matters relating to the VIP. Works closely with the VIP and the VIP's Staff to ensure all goals and objectives are accomplished. Responsible for obtaining, updating, and disseminating all protective related information to the rest of the detail.
<i>Limo Driver</i> 	Drives the limo and responsible for all Limo related matters and activities. Prepares, maintains, and handles the Limo during all VIP travels. Keeps the SL and OIC updated on the status of the Limo at all times. Remains with the Limo during operations and movement. Monitors and responds to all radio transmissions as needed.
<i>Follow Car Driver</i> 	Drives the Follow Car. Responsible for all Follow Car related matters. Keeps the OIC and SL updated on the status of the Follow Car at all times and has total control of the Follow Car during all VIP travels. Remains with the Follow Car at all times. Monitors and responds to all radio transmissions as needed.
<i>Shift Leader</i> 	Tactical commander of the detail. Works closely with the OIC to ensure all security aspects are covered before, during, and after a PSD mission. Manages and responsible for all personnel duty assignments, training, and all tactical matters pertaining to the detail.

ORGANIZATION AND FORMATIONS: FOUR-PERSON DETAIL

Limo and Shadow Car Seating Assignments

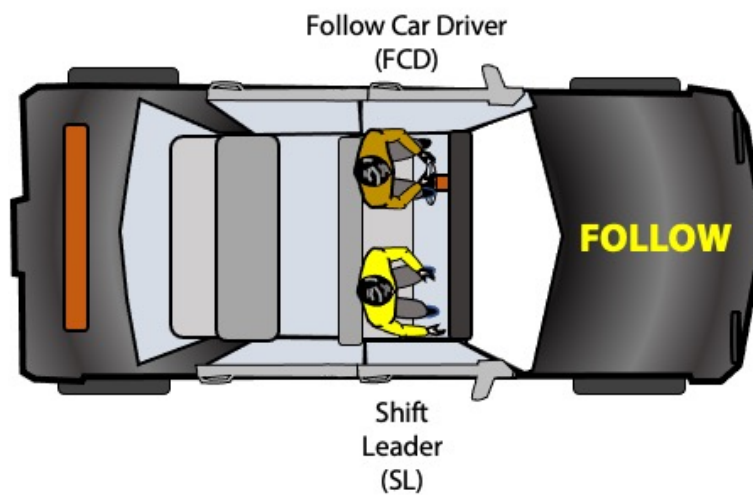
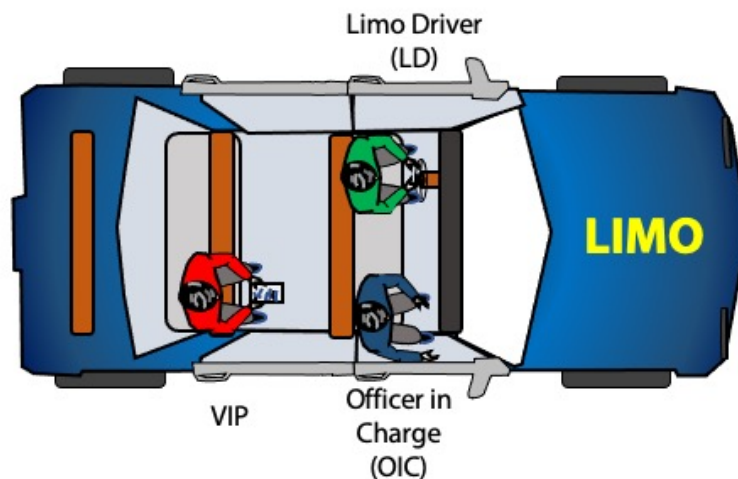
If you are able to field four people and are employing an Advance, that will leave three people for the motorcade which will allow you to employ a shadow car (driver only) but not a follow car (driver plus additional personnel). When employing a shadow car the seating assignments do not change. The Limo Driver and Shadow Car Drivers remain in their respective drivers' seats. The OIC sits in the Limo's front passenger seat and the VIP sits alone in the back seat of the limo.



ORGANIZATION AND FORMATIONS: FOUR-PERSON DETAIL

Limo and Follow Car Seating Assignments

If you are able to field four people and are not employing an Advance, that will allow you to employ an actual follow car (driver plus additional personnel) rather than just a shadow car (driver only). The follow car gives the motorcade additional protection while driving and offers more options to respond to an emergency situation. The Limo Driver and Follow Car Drivers remain in their respective drivers' seats. The OIC sits in the Limo's front passenger seat and the VIP sits alone in the back seat of the limo. The Shift Leader sits in the front passenger seat of the follow car.

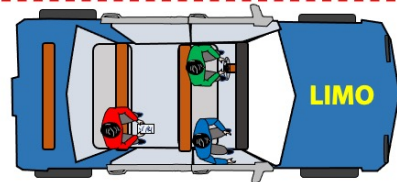
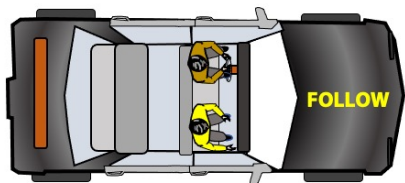


ORGANIZATION AND FORMATIONS: FOUR-PERSON DETAIL

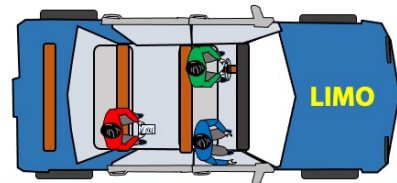
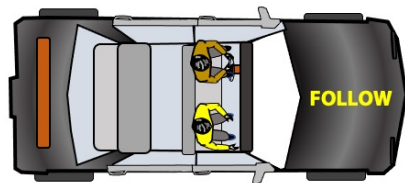
General Traveling Formations (Offset Right/Left)

If you are operating with four people you will have two vehicles in your motorcade. The second vehicle will either be a Shadow Car (driver only) or a full Follow Car (driver and Shift Leader). With two vehicles, the Shadow/Follow Car will drive behind the Limo. The distance between the two vehicles can vary but the Follow Car must be close enough to support or screen the Limo if needed. The Follow Car will also assist with lane changes. The Limo will signal left or right and the Follow Car will change lanes first, blocking off a space for the Limo. Sometimes the Follow Car will drive directly behind the Limo, especially in narrow streets. However, in most cases the Follow Car will want to offset to one side or the other. Offsetting will give the Follow Car better visibility to the front and will make it easier to push forward and screen the Limo should the Limo take fire. The Follow Car Driver (FCD) or Shift Leader (SL) will choose to offset right or left based on the direction of greatest threat. The FCD can increase or decrease the offset as needed and switch sides as necessary. In some cases the OIC or SL may direct the FCD to offset to the right or left.

OFFSET LEFT



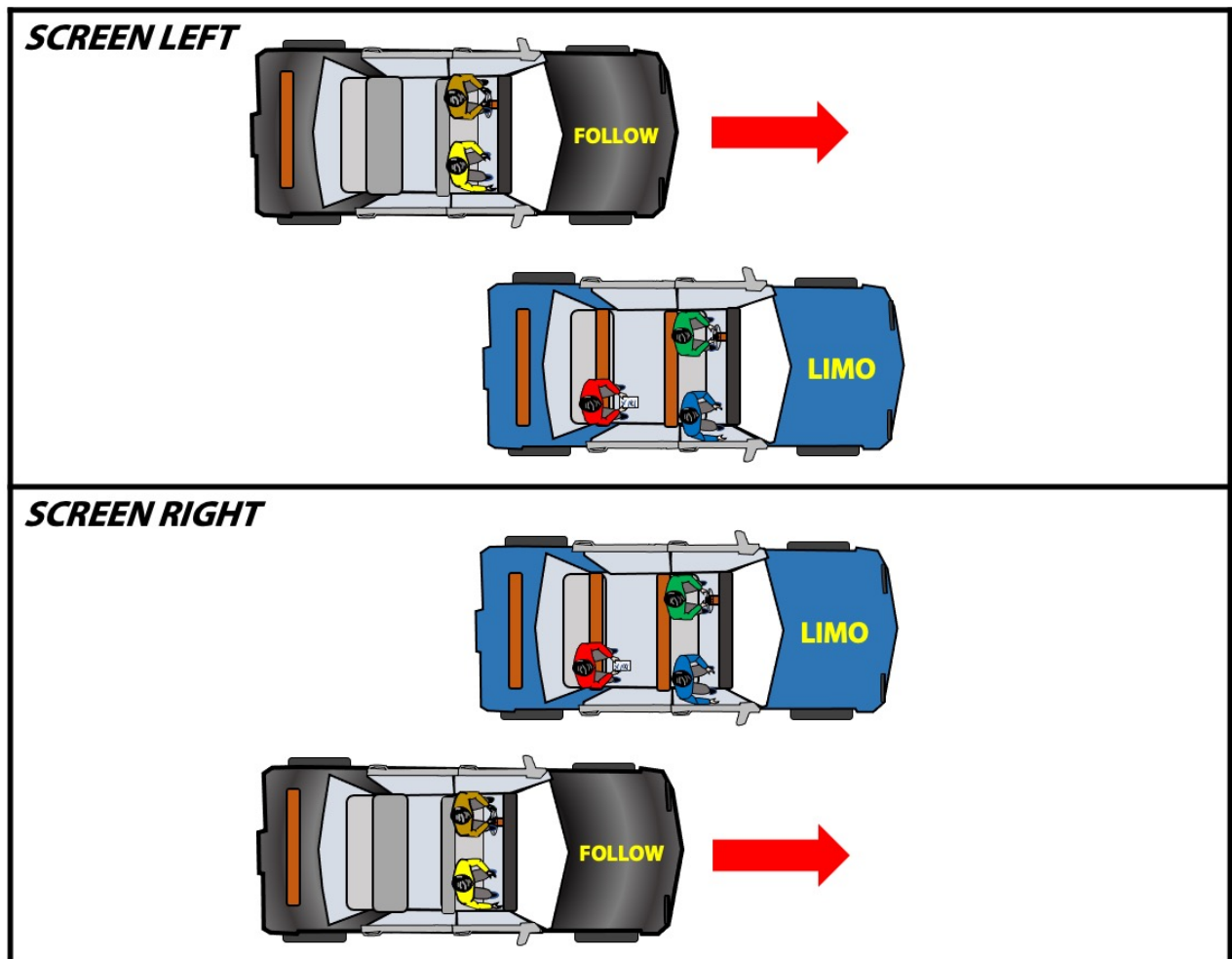
OFFSET RIGHT



ORGANIZATION AND FORMATIONS: FOUR-PERSON DETAIL

Screen Right/Left

If the Limo takes fire or if there is a serious threat to either side, the Follow/Shadow Car might want to pull forward to screen the Limo to the left or right depending on the direction of the threat. If the Limo takes fire, it should not slow down but should instead drive forward as quickly as possible to get out of the ambush zone. This means that the Follow Car might not be able to fully catch up to the Limo to screen left or right. However, the Follow Car Driver (FCD) should do his/her best to provide as much screening for the Limo as possible. It is also important for the FCD to remain aware if the Limo slows down or becomes immobile. The FCD does not want to accidentally drive past the Limo. In some cases the OIC or SL may direct the FCD to screen to the right or left.





MOBILE SECURITY

Motorcade Arrival

Arrival at a venue or a scheduled stop is a very common activity for a security detail. However, it is important that the detail not grow complacent since the VIP's arrival is one of the more likely times for an attack or incident. The detail must employ carefully rehearsed, tightly controlled procedures in order to ensure the arrival proceeds smoothly and to minimize the chances of injury or death should there be an attack or incident.

Employment of an Advance is a critical component for ensuring the motorcade arrives smoothly and safely. If the detail does not have its own Advance, you should coordinate or call ahead to a third party at the venue or stopping location to provide a liaison to play the role of the Advance. This third-party liaison has most likely not trained with your detail and will therefore not be able to perform all the roles of the Advance. However, he/she might be able to perform some of the more basic Advance duties such as stopping the Limo and guiding the VIP/detail to the initial meeting site.

Ideally, the detail has its own Advance who has gathered information about the site ahead of time and coordinated with on-site personnel. The Advance will need to conduct significant planning at the drop-off point prior to the motorcade's arrival. The Advance will need to carefully identify the Limo stop point. This is the imaginary line in the road that will line up with the front bumper of the Limo when the limo comes to a complete stop prior to the VIP's exit. The Advance will need to know the distance from the VIP's door to the bumper (which can vary depending on the type of vehicle), pace off that distance at the drop off site and determine the stop point accordingly. This will ensure that when the VIP gets out of the car, he/she will be directly in the right place to begin walking into the venue. This is particularly important if there is someone waiting to meet the VIP or if there is a designated walkway/carpet that the VIP is supposed to walk along.

The Advance should also identify at least one alternate drop-off site should the main drop-off site prove unsuitable. The Advance must be ready to divert the motorcade to the alternate drop-off site if needed, which means the motorcade must already know the location of

the alternate site or the Advance must be able to provide directions enroute. The Advance should also have pre-planned contingencies for what to do if radio communications go down.

The Advance will be waiting at the arrival location ahead of time, ready to receive the detail. The Limo will contact the Advance at least 10 minutes out, get the latest info, and coordinate the VIP's arrival. Likewise, the Advance will stage nearby the drop-off site and be prepared to occupy the site when the Limo is approximately 5-6 minutes out. Finally, the Advance will occupy the drop off point at least 2-3 minutes before the Limo arrives.

Once the Limo arrives, all members of the detail must remain alert to ensure the arrival progresses smoothly. Even if there is no attack or major incident, the detail must ensure that the VIP does not trip or encounter any other disturbances, delays or inconveniences. For example, the detail must be sure not to lead the VIP along a path where he/she will step in a puddle or deep mud etc. Such things might seem trivial or unimportant but if the VIP is unsatisfied in any way, the detail will have to answer for it. Also, remember that each VIP is different and in some environments/situations, concerns like avoiding puddles may be less important. It is the details job to know the VIP, know the environment, know the threat and plan/execute accordingly.

In the event that the motorcade/VIP come under fire during the arrival, it is critical for the detail to respond immediately. It is difficult to pre-plan every possible scenario since the attack could come from any direction and at any point of the arrival process. The surrounding terrain, type of attack and general situation will also greatly influence the best course of action in an attack scenario.

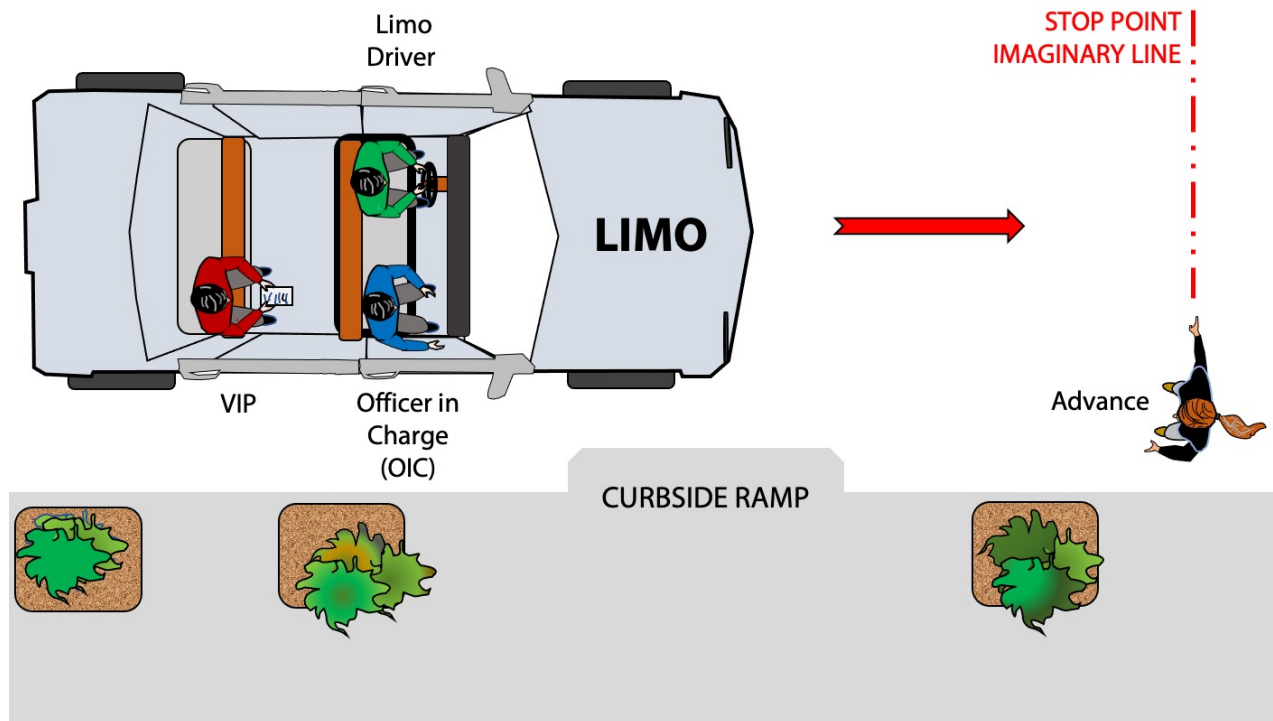
For example, if the attack comes when the VIP is still in the Limo, the Limo might want to accelerate forward and drive away. Alternately, if the attack comes when the VIP is walking into the venue or building, the detail might want to hurry the VIP into the protection of the building and establish a hasty defensive position. What if an attack comes when the VIP has just stepped out of the Limo, should the detail guide the VIP back into the Limo and drive away? This is generally the preferred option and the Limo Driver should therefore keep the engine running and be prepared to leave quickly. However, with all the possible variables, there is no single right answer to these sorts of questions. The best option depends on the location/direction of the attack, nearest safe location, other supporting assets etc. The bottom line is that detail leaders must be able to think quickly and operate with free-flowing flexibility to get the VIP to safety as soon as possible.

The best way to prepare for the many possible attack scenarios is to practice them as many times as possible under realistic training conditions. The security detail must not just practice arrival procedures under ideal conditions. They must practice responding to attacks from all directions and at any time during the arrival process. This type of practice and training is one of the most important things that separates an elite, highly-effective protection detail from a detail that is more intended to just provide the appearance or illusion of security.

THREE-PERSON ARRIVAL: RIGHT-SIDE

STEP 1: Limo Coordinates Arrival with the Advance

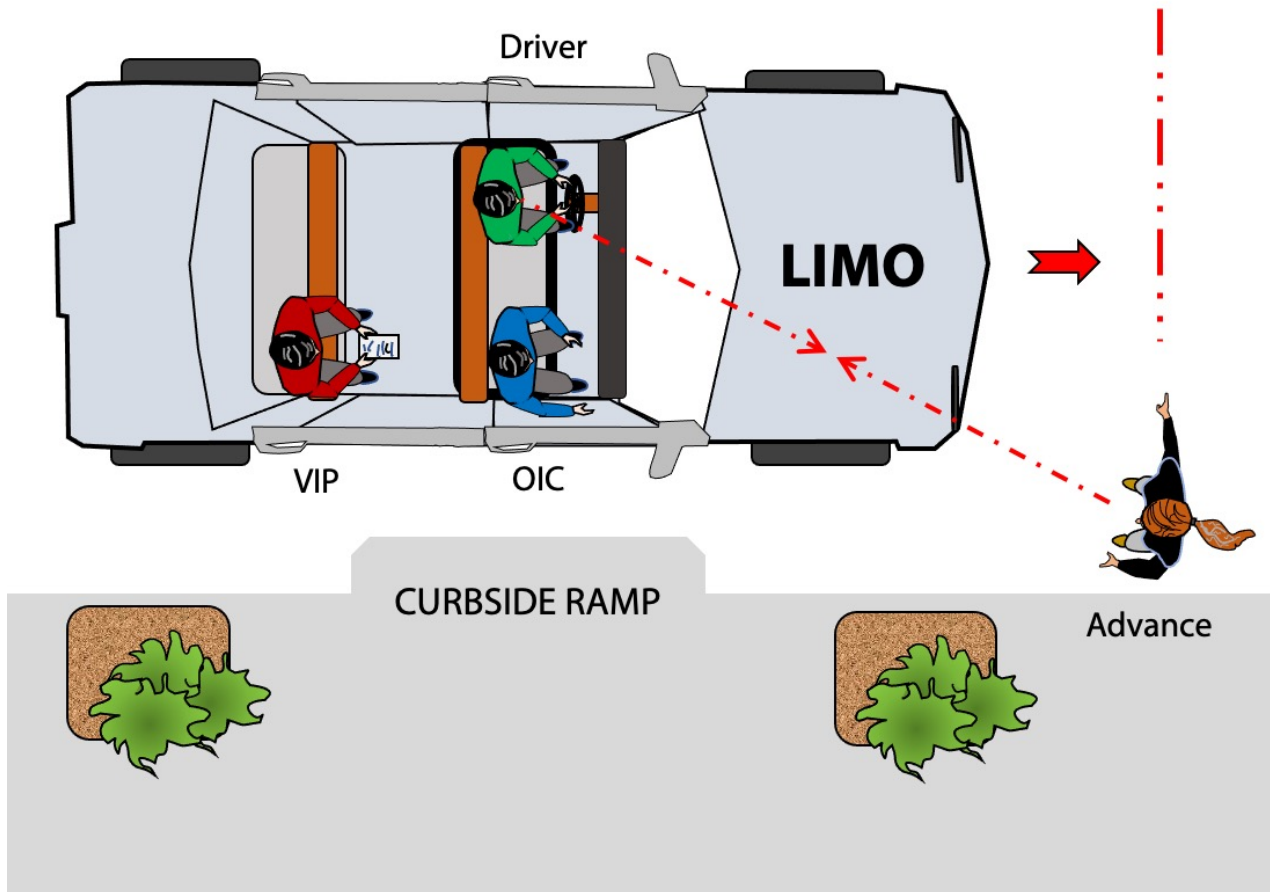
The Advance will occupy the drop off point at least 2-3 minutes before the Limo arrives. The Advance will conduct a final coordination, make visual contact at one minute out, and direct the Limo into the drop off point. This will provide the Advance with sufficient time to ensure the drop off point is properly prepared and/or move to the alternate site if necessary.



THREE-PERSON ARRIVAL: RIGHT SIDE

STEP 2: Advance Stops the Limo with Hand Signal

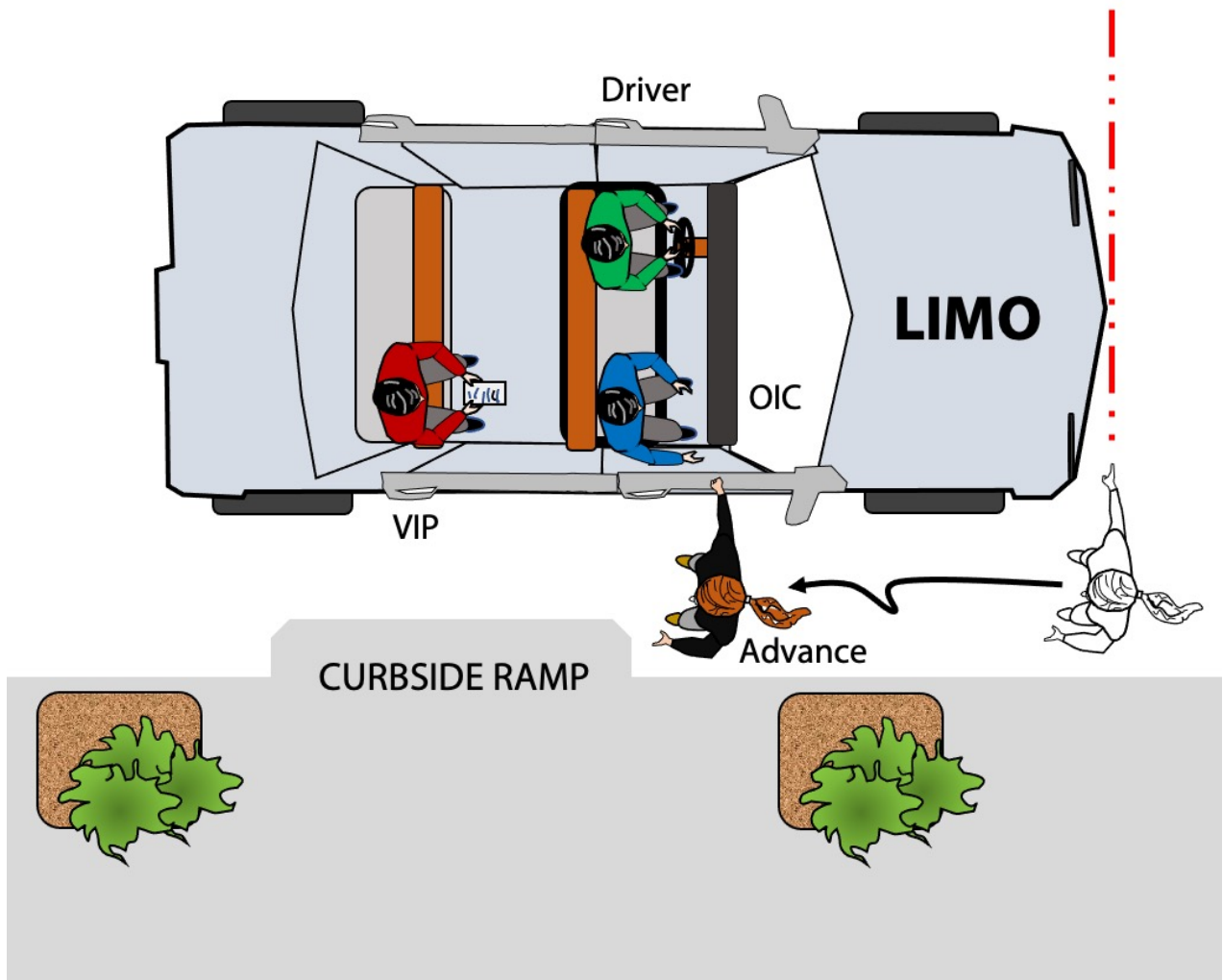
The Limo Driver will maintain eye-to-eye contact with the Advance during the final approach and stop the Limo when the Advance gives the stop signal. To give the stop signal, the advance will extend the arm with open hand straight out horizontally, and then slowly lower the arm while forming a fist. When the Advance makes a fist and stops lowering the arm that is the signal for the Limo to stop.



THREE-PERSON ARRIVAL: RIGHT SIDE

STEP 3: Advance Knocks on OIC's Window

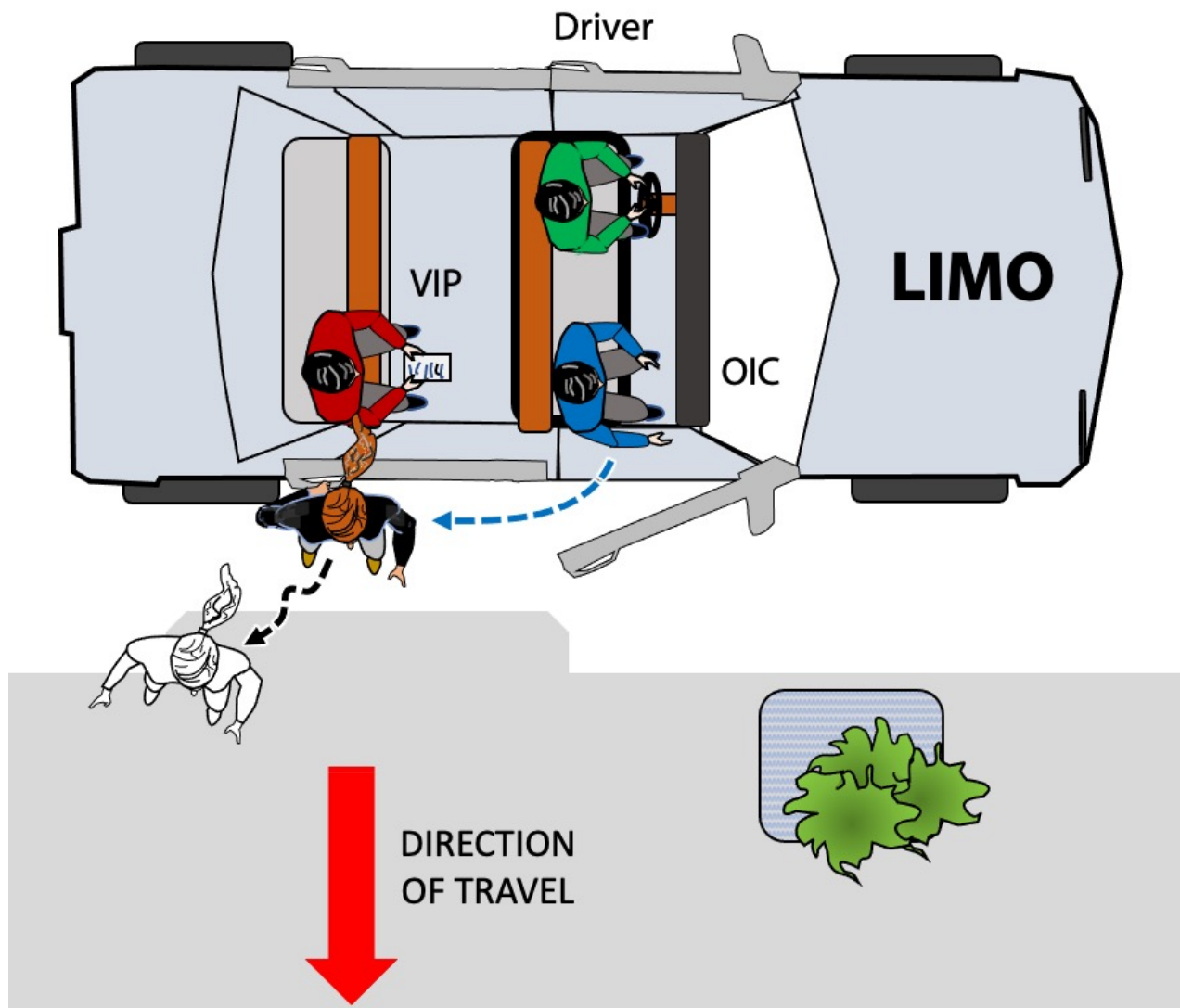
Upon stopping the Limo, the Advance will move toward the VIP's door and knock on the OIC's window as he/she walks by, which will indicate the site is clear and the arrival can continue as planned. However, the Advance can also assume his/her door position first and then knock on the OIC's window.



THREE-PERSON ARRIVAL: RIGHT SIDE

STEP 4: Advance Controls VIP Door Until Relieved

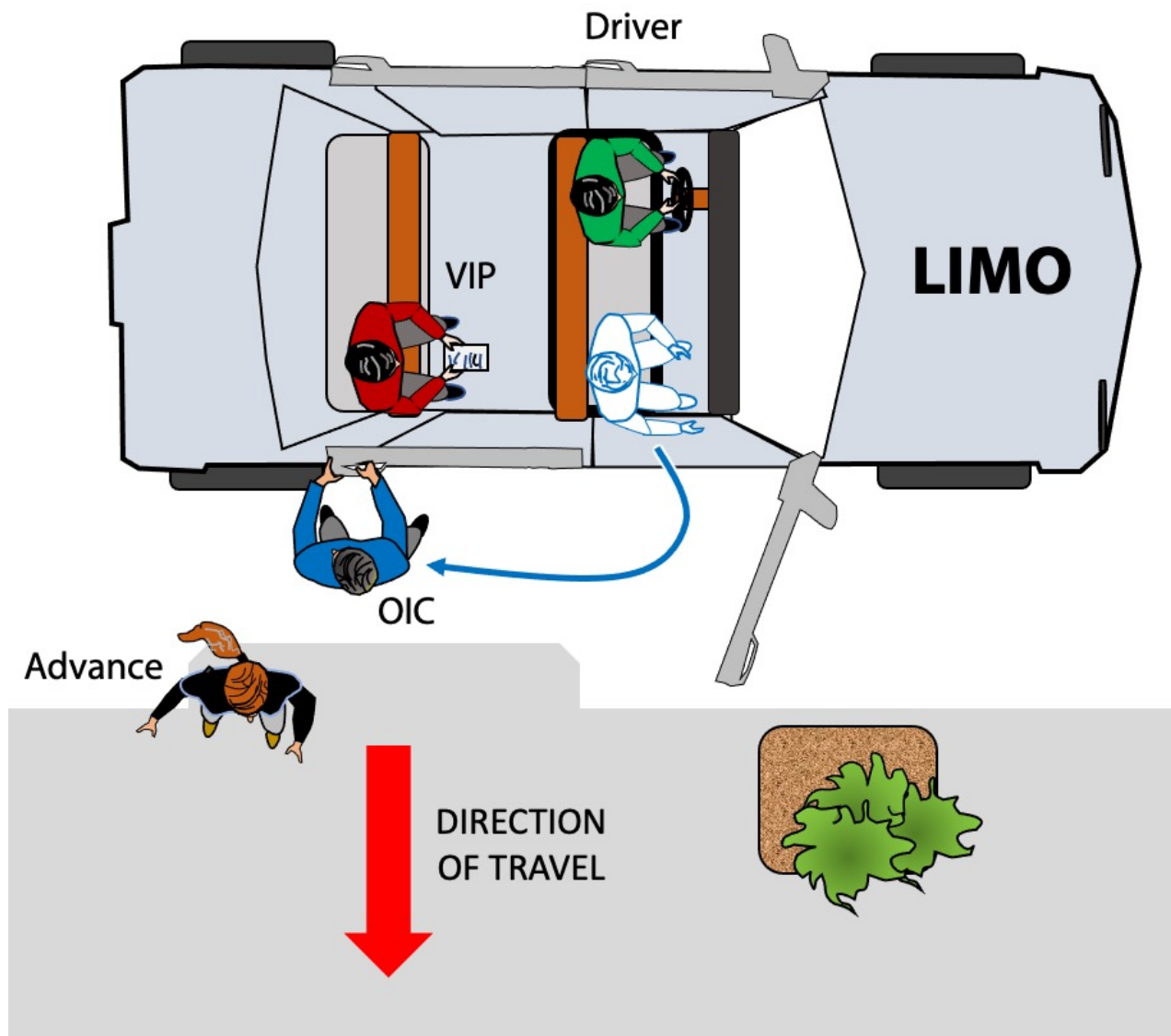
Once arriving at the VIP's door the Advance will maintain control of the door and wait to be relieved by the OIC.



THREE-PERSON ARRIVAL: RIGHT SIDE

STEP 5: OIC Moves to and Controls the VIP Door

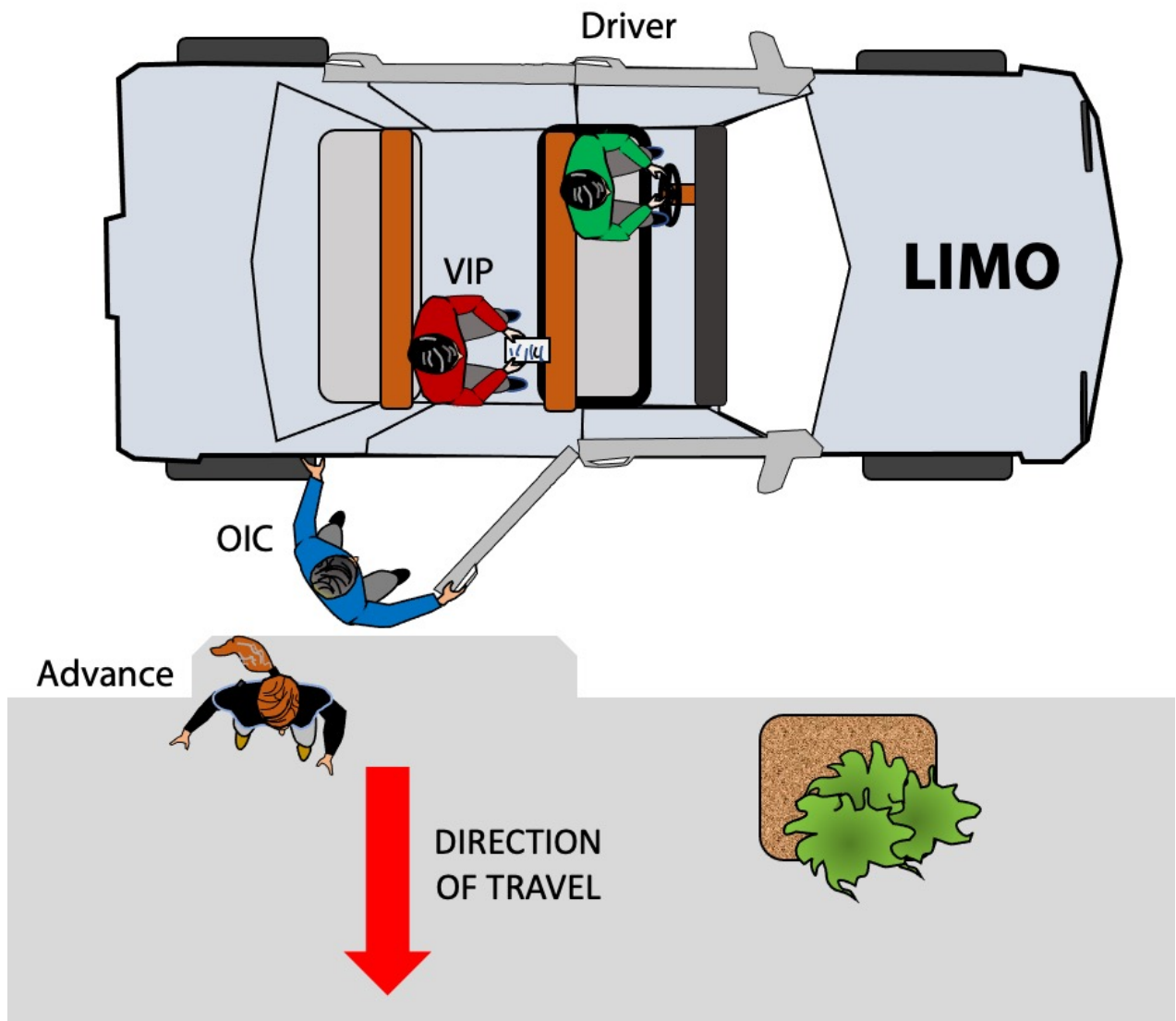
When ready, the OIC will exit the Limo and close the door, then move directly to the VIP's door, relieving the Advance. The OIC will assess the general area quickly before he/she opens the VIP's Limo door. The Advance will then move away a few steps from the VIP's door to make room for the door to open and the VIP to exit.



THREE-PERSON ARRIVAL: RIGHT SIDE

STEP 6: OIC Opens the VIP Door and Provides Body Cover

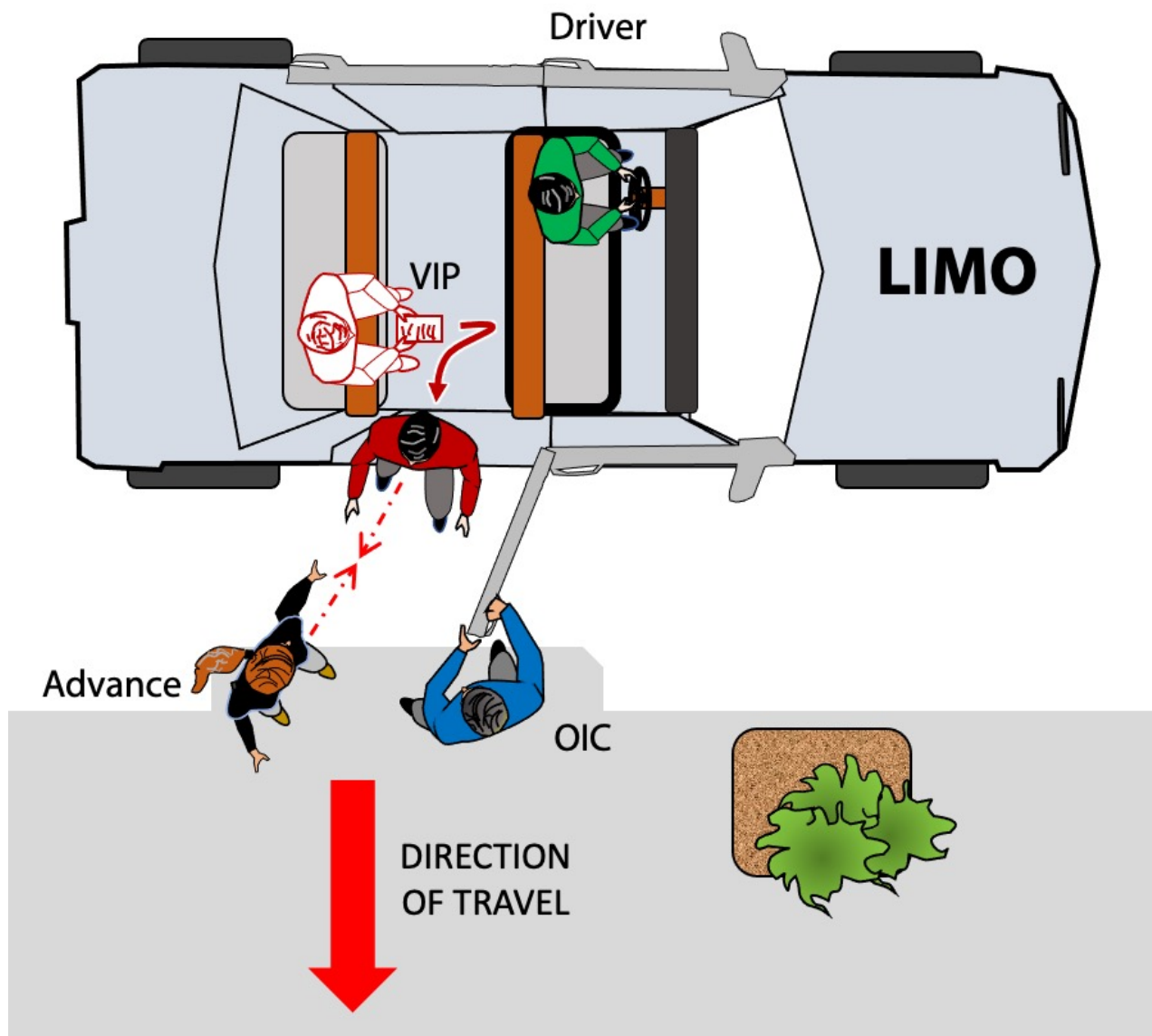
The OIC will open the VIP's door while ensuring to provide body cover for the VIP as the Limo door opens.



THREE-PERSON ARRIVAL: RIGHT SIDE

STEP 7: Advance Makes Eye Contact with the VIP

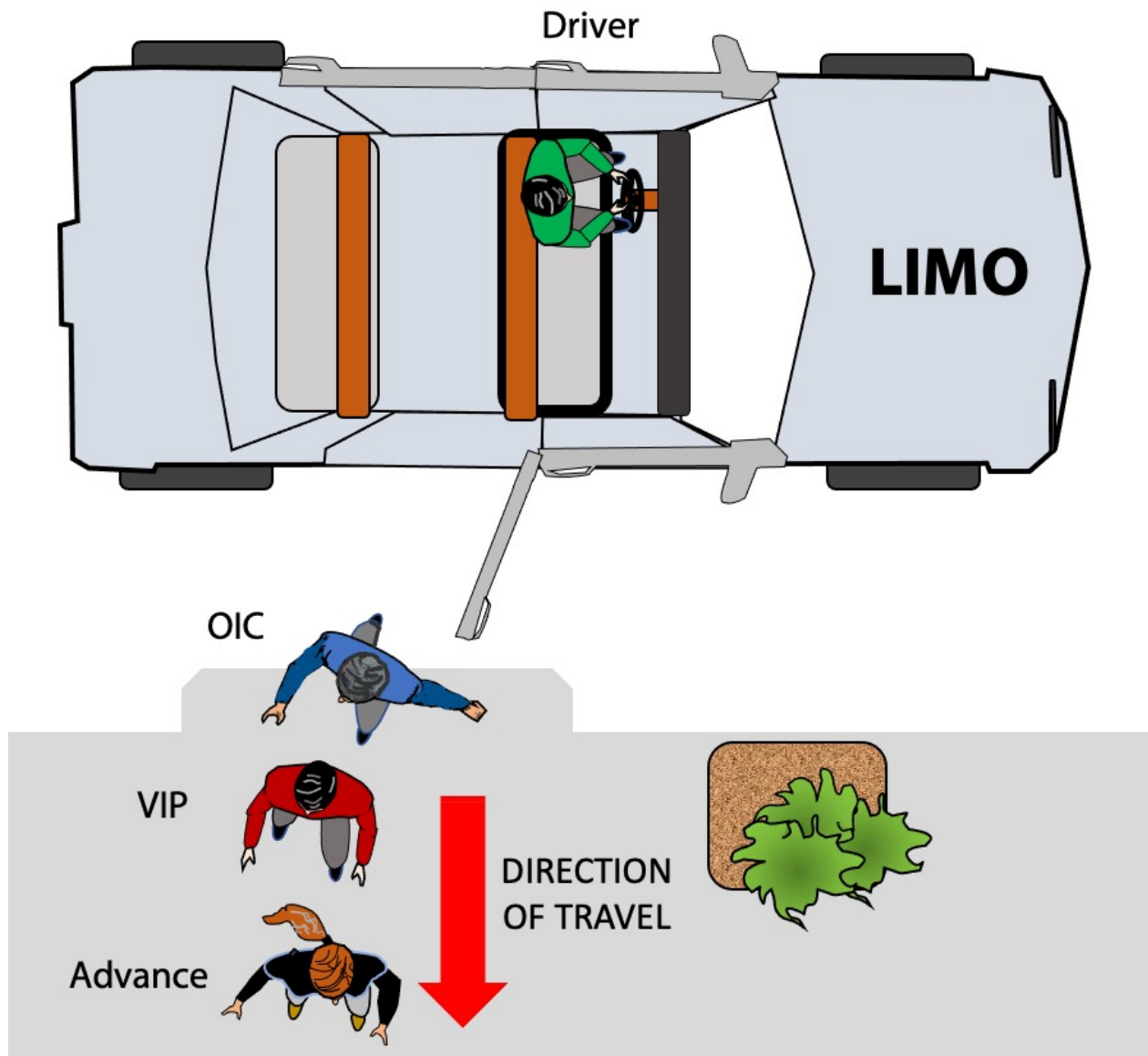
The OIC will maintain positive control of the Limo door. The Advance will turn slightly, make eye-to-eye contact with the VIP and say "sir/ma'am follow me," as soon as the Limo door is opened.



THREE-PERSON ARRIVAL: RIGHT SIDE

STEP 8: Detail Assumes Walking Formation

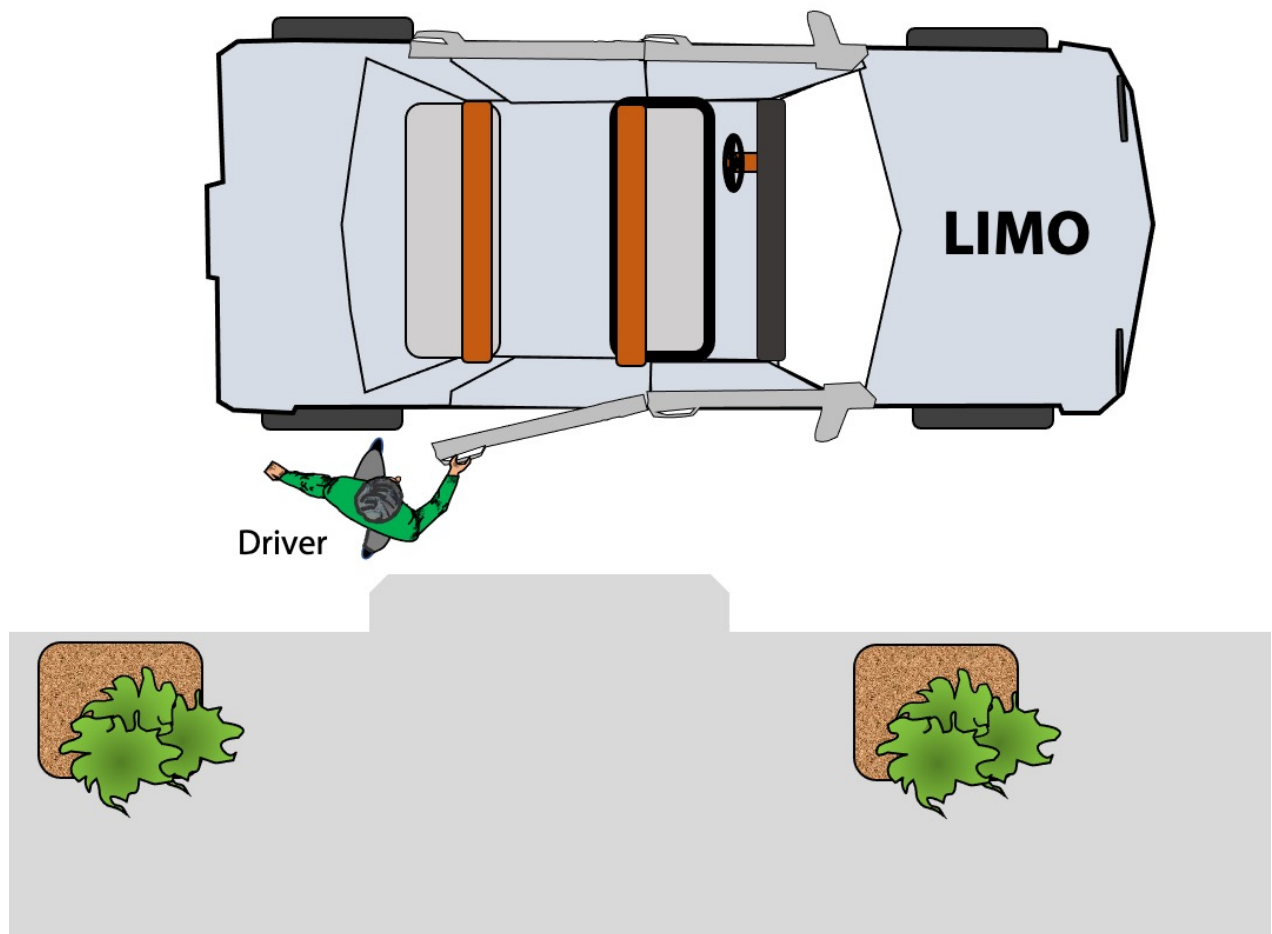
The detail will assume a walking formation and the Advance will ensure to warn the VIP of any hazards along the planned route. The OIC will follow behind the VIP and adjust accordingly to provide the best rear security possible. The Limo's VIP door will be kept open as the detail vacates the drop-off site.



THREE-PERSON ARRIVAL: RIGHT SIDE

STEP 9: Limo Driver Closes the VIP Door once VIP Departs

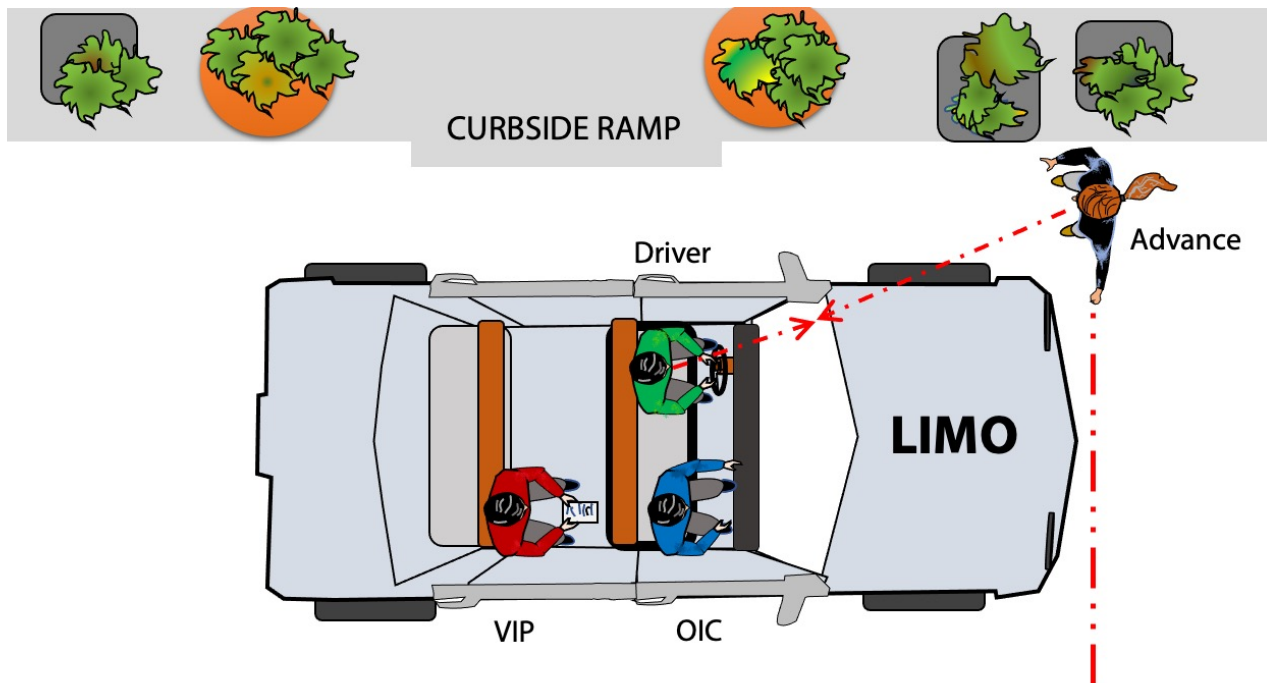
The Limo Driver will exit and close the Limo door when the detail is at a safe distance or inside a building or structure.



THREE-PERSON ARRIVAL: LEFT-SIDE

STEP 1: Advance Guides the Limo to Stopping Point

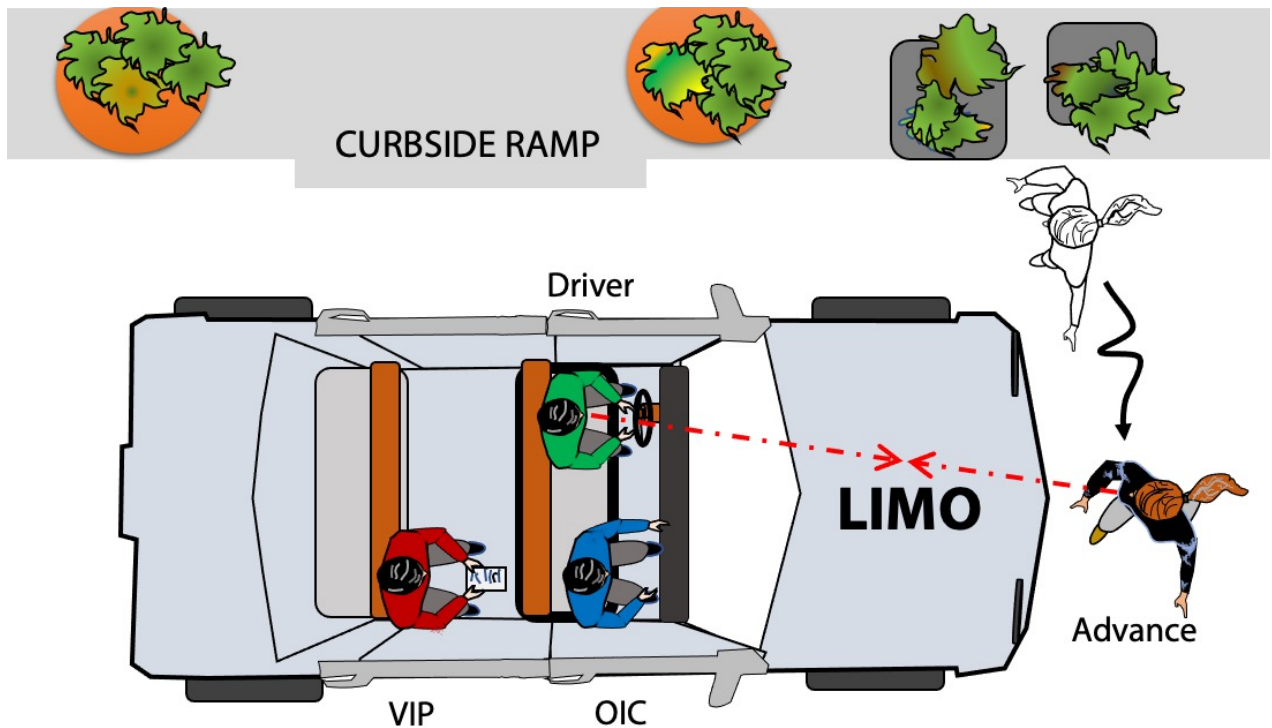
The Advance will occupy the drop off point at least 2-3 minutes before the Limo arrives. The Advance will conduct a final coordination, make visual contact at one minute out, and direct the Limo into the drop off point. The Limo Driver will maintain eye-to-eye contact with the Advance during the final approach and stop the Limo when the Advance gives the stop signal. To give the stop signal, the advance will extend the arm with open hand straight out horizontally, and then slowly lower the arm while forming a fist. When the Advance makes a fist and stops lowering the arm that is the signal for the Limo to stop.



THREE-PERSON ARRIVAL: LEFT SIDE

STEP 2: Advance Crosses in Front of the Limo

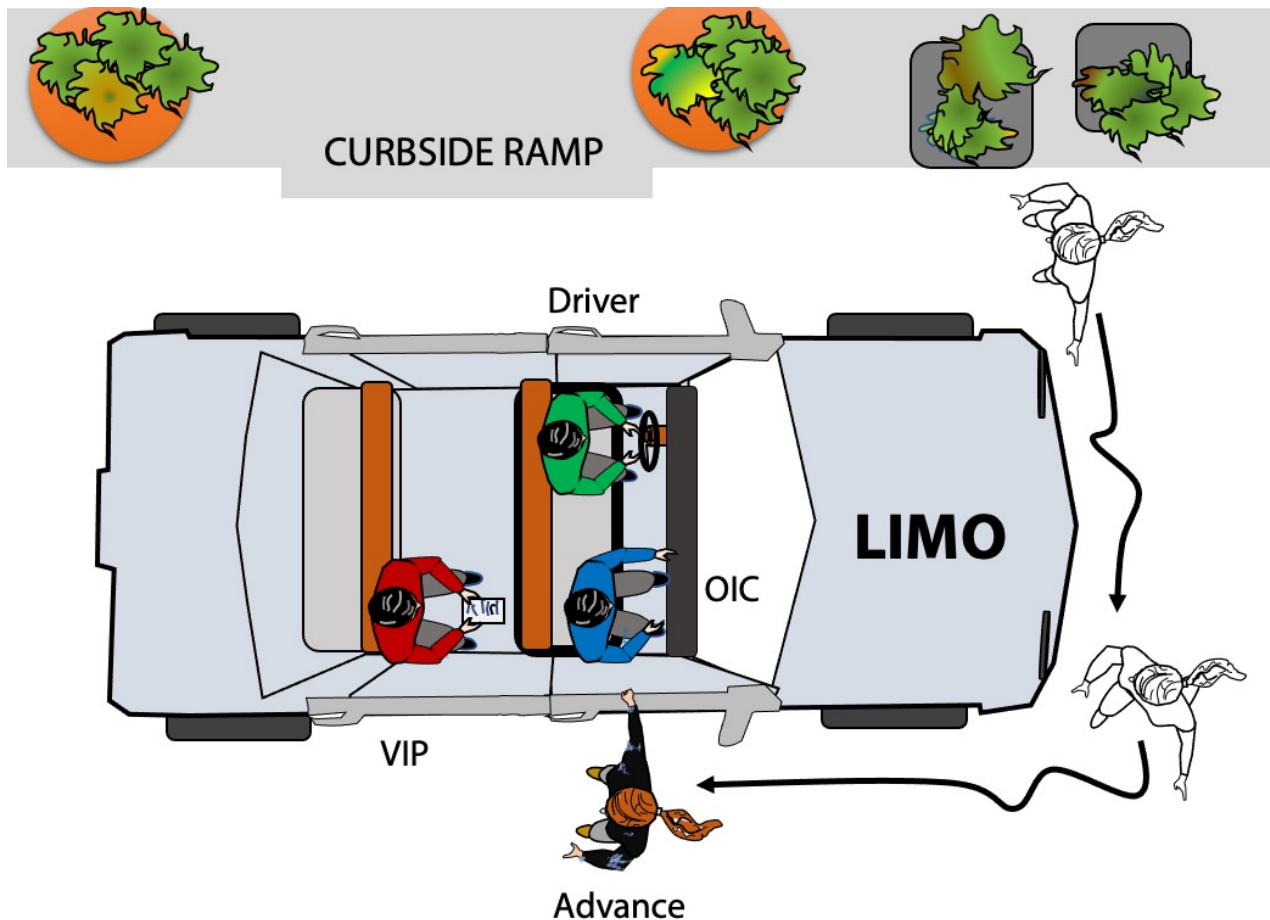
Once the Limo stops, the Advance will continue to maintain eye-to-eye contact with the Limo Driver and cross in front of the Limo.



THREE-PERSON ARRIVAL: LEFT SIDE

STEP 3: Advance Knocks on OIC's Window

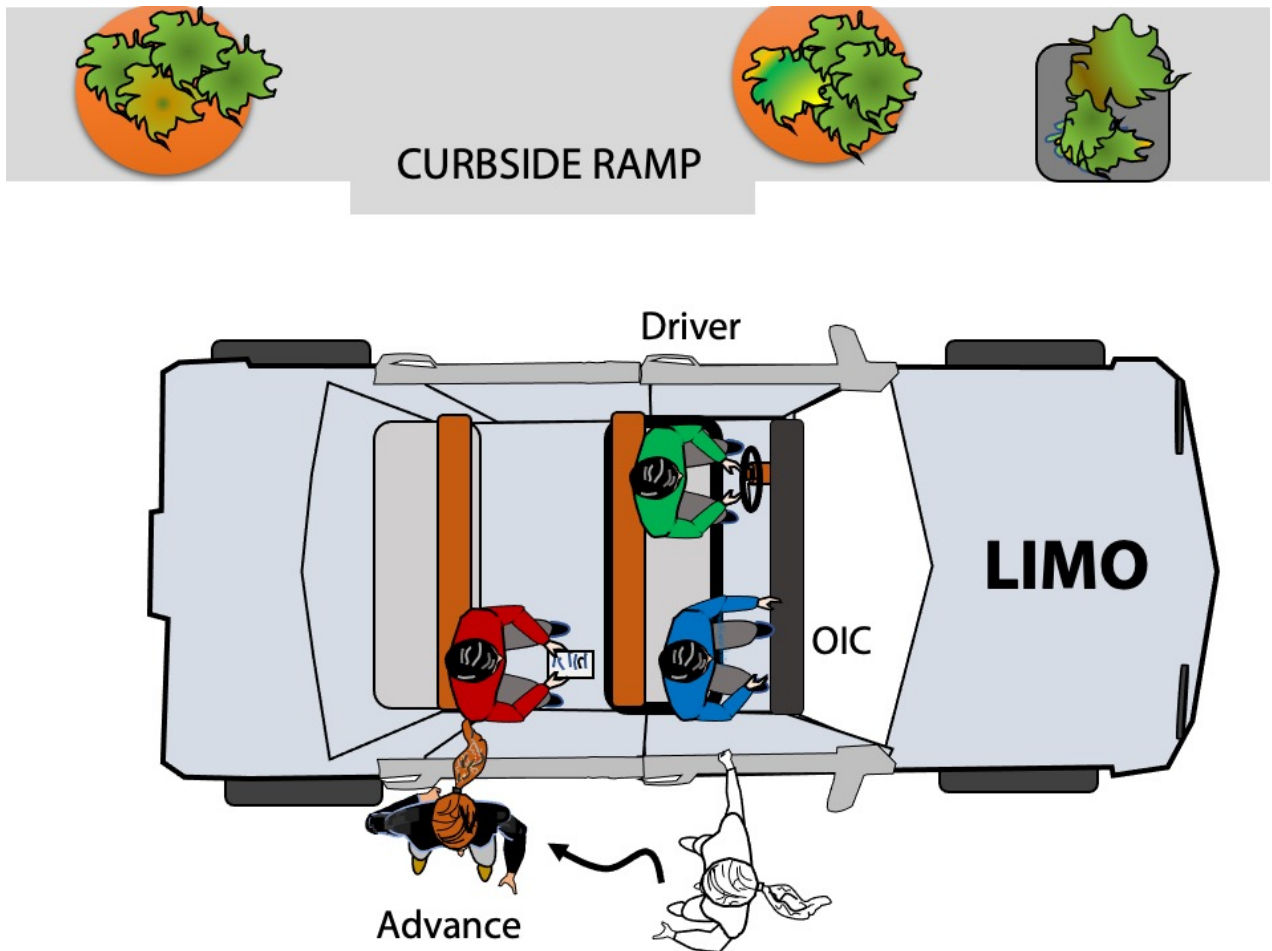
Upon stopping the Limo, the Advance will move toward the VIP's door and knock on the OIC's window as he/she walks by, which will indicate the site is clear and the arrival can continue as planned. However, the Advance can also assume his/her door position first and then knock on the OIC's window.



THREE-PERSON ARRIVAL: LEFT SIDE

STEP 4: Advance Controls VIP Door Until Relieved

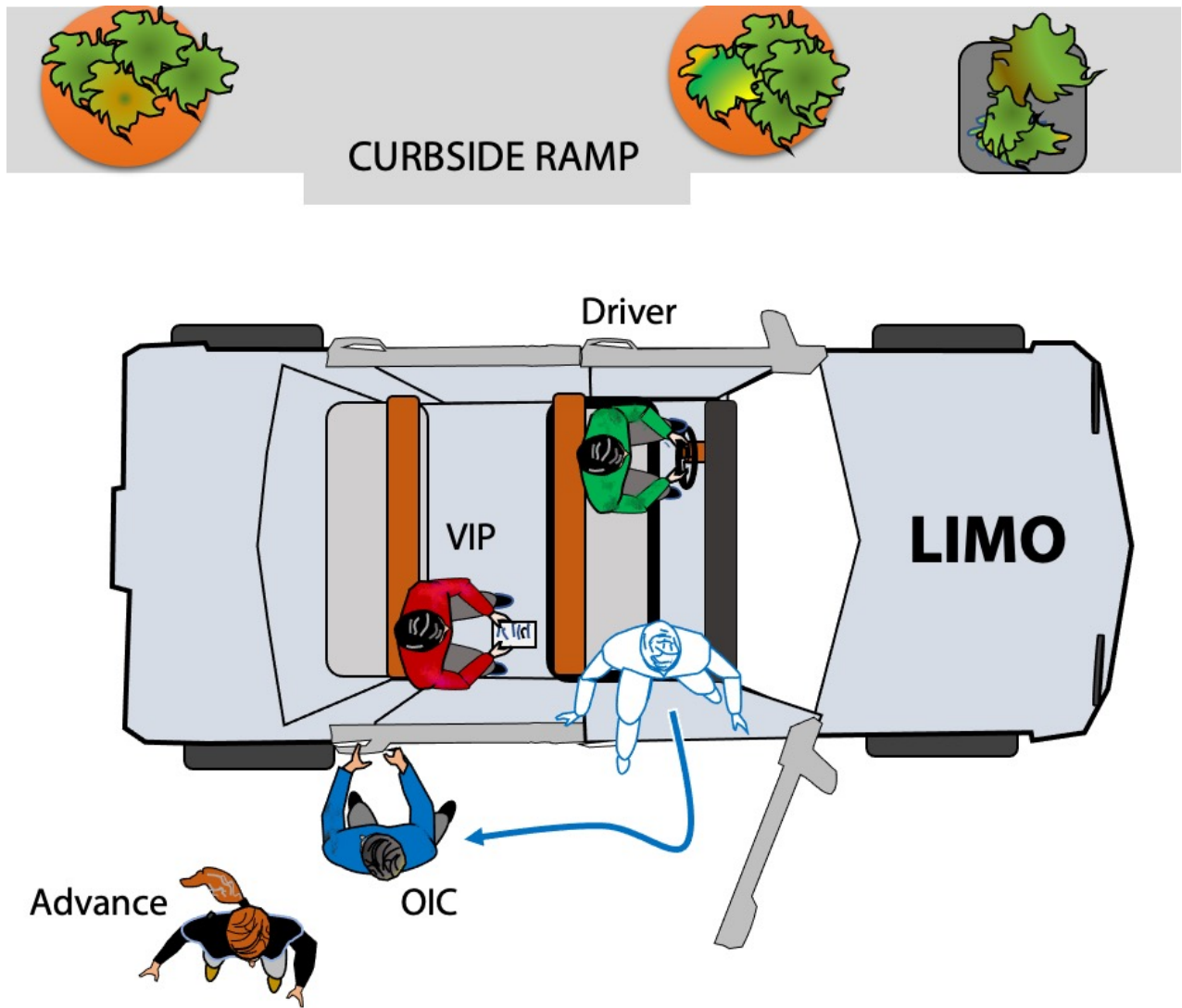
Once arriving at the VIP's door the Advance will maintain control of the door and wait to be relieved by the OIC.



THREE-PERSON ARRIVAL: LEFT SIDE

STEP 5: OIC Moves to and Controls the VIP Door

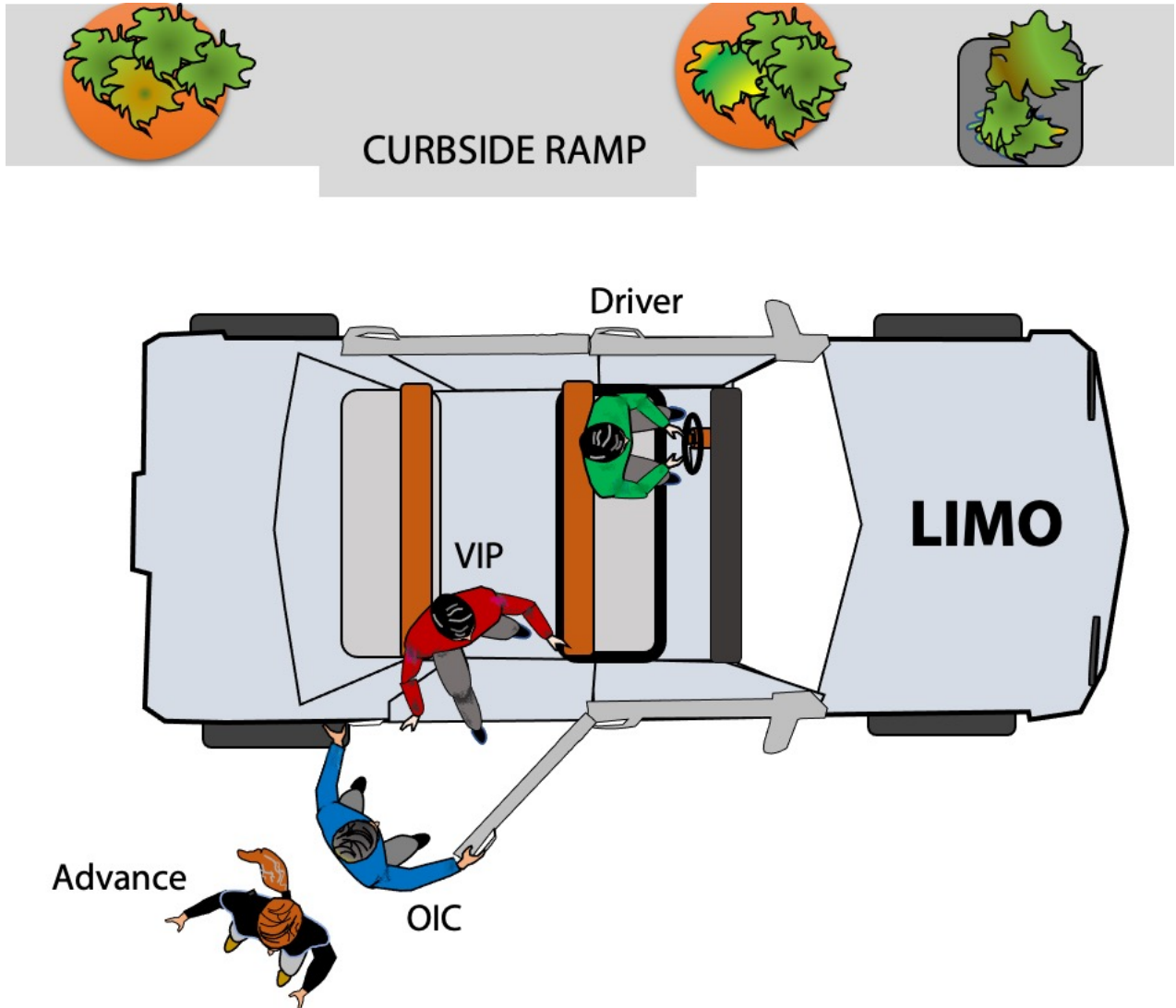
When ready, the OIC will exit the Limo and close the door, then move directly to the VIP's door, relieving the Advance. The OIC will assess the general area quickly before he/she opens the VIP's Limo door. The Advance will then move away a few steps from the VIP's door to make room for the door to open and the VIP to exit.



THREE-PERSON ARRIVAL: LEFT SIDE

STEP 6: OIC Opens the VIP Door and Provides Body Cover

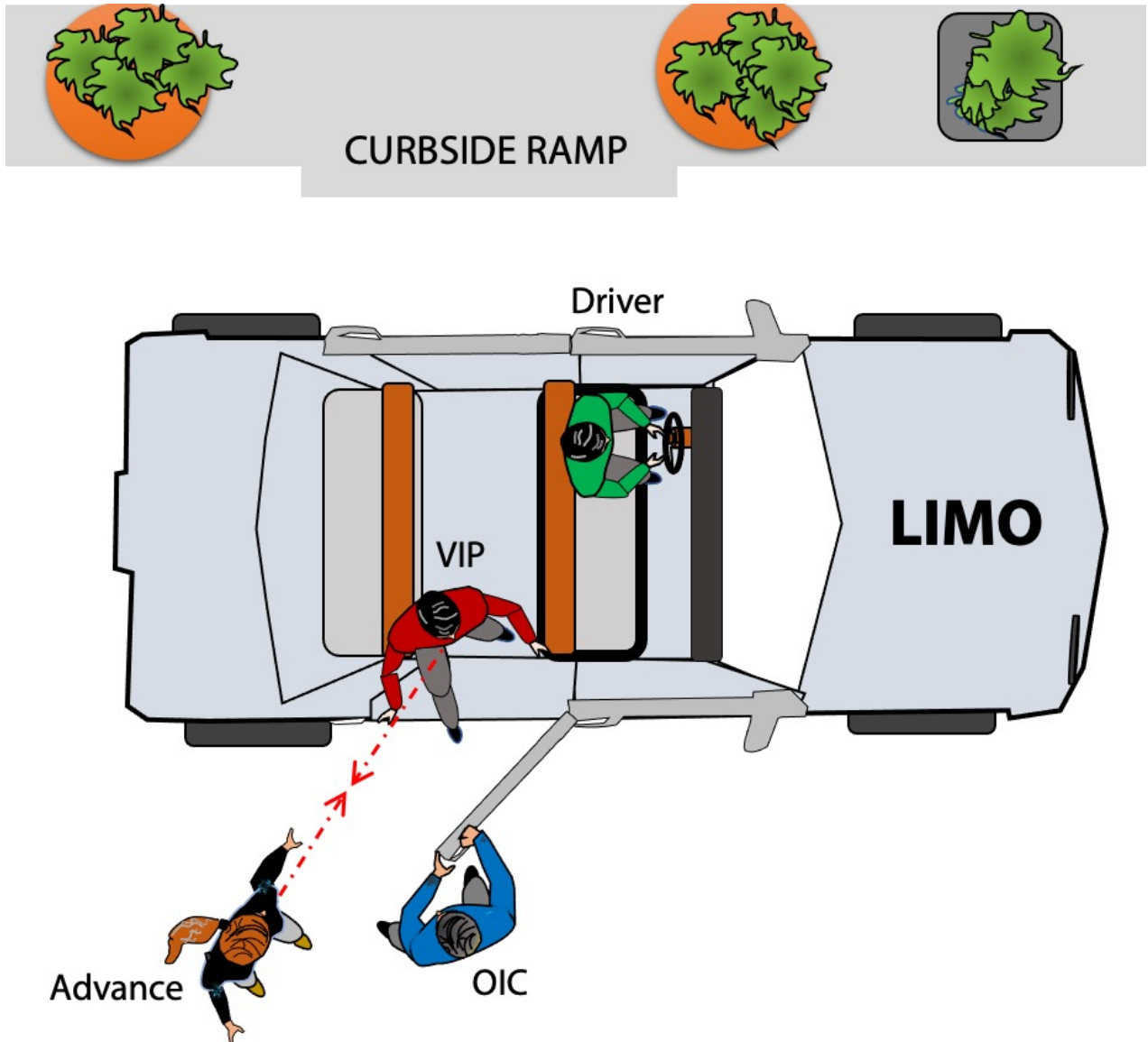
The OIC will open the VIP's door while ensuring to provide body cover for the VIP as the Limo door opens.



THREE-PERSON ARRIVAL: LEFT SIDE

STEP 7: Advance Makes Eye Contact with the VIP

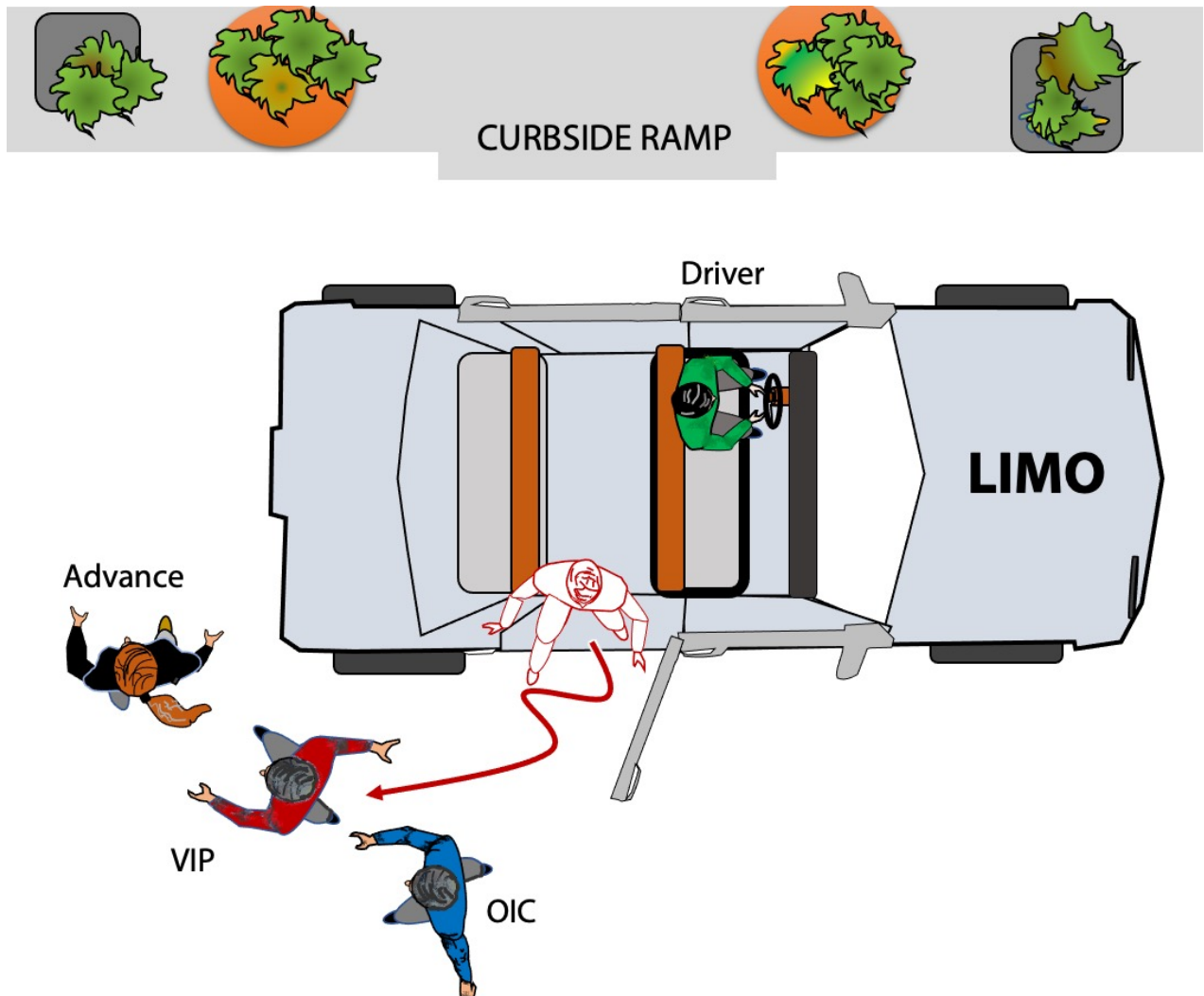
The OIC will maintain positive control of the Limo door. The Advance will turn slightly, make eye-to-eye contact with the VIP and say "sir/ma'am follow me," as soon as the Limo door is opened.



THREE-PERSON ARRIVAL: LEFT SIDE

STEP 8: Advance Leads the VIP Around the Limo

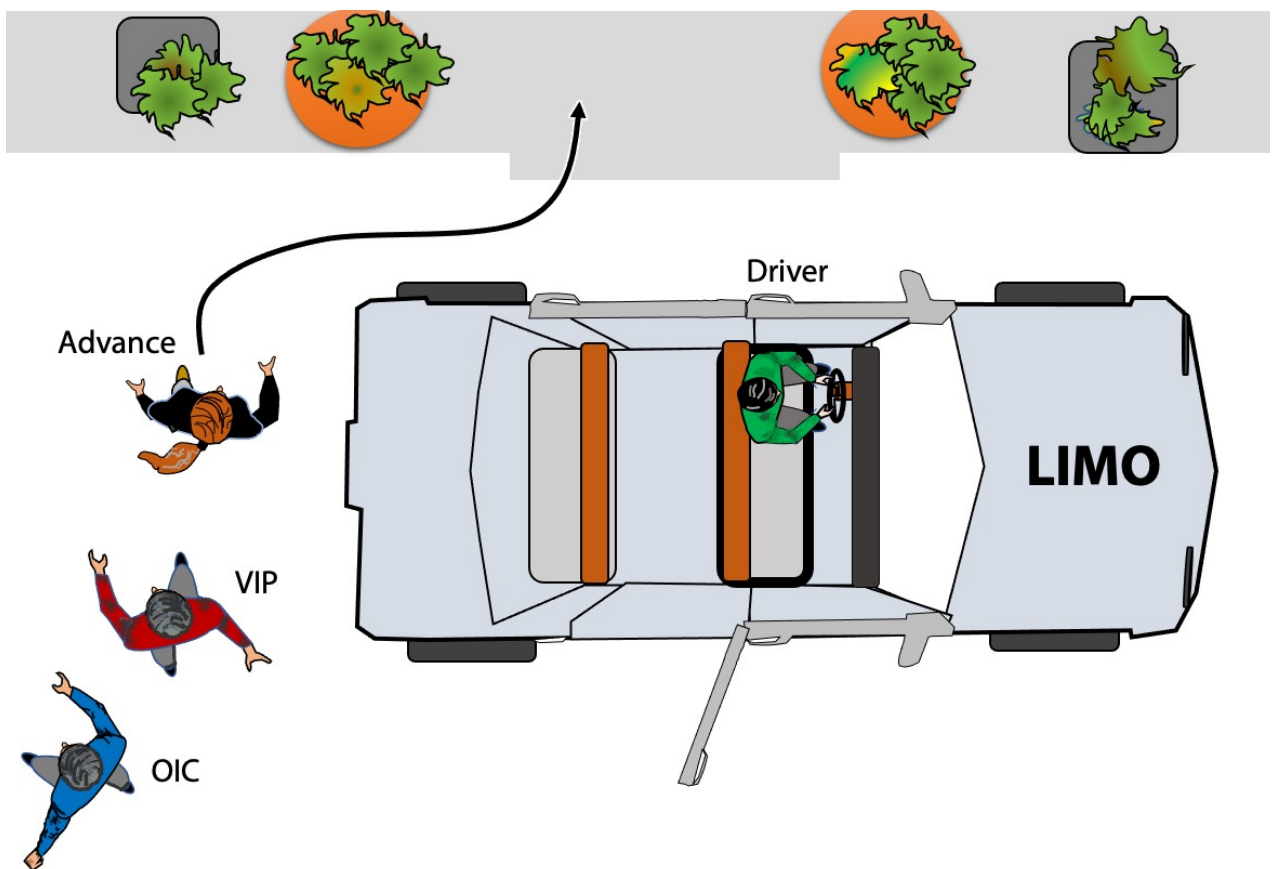
The Advance will lead the VIP around the Limo while the OIC takes up a security position from behind.



THREE-PERSON ARRIVAL: LEFT SIDE

STEP 9: Advance Leads the VIP Towards the Curb

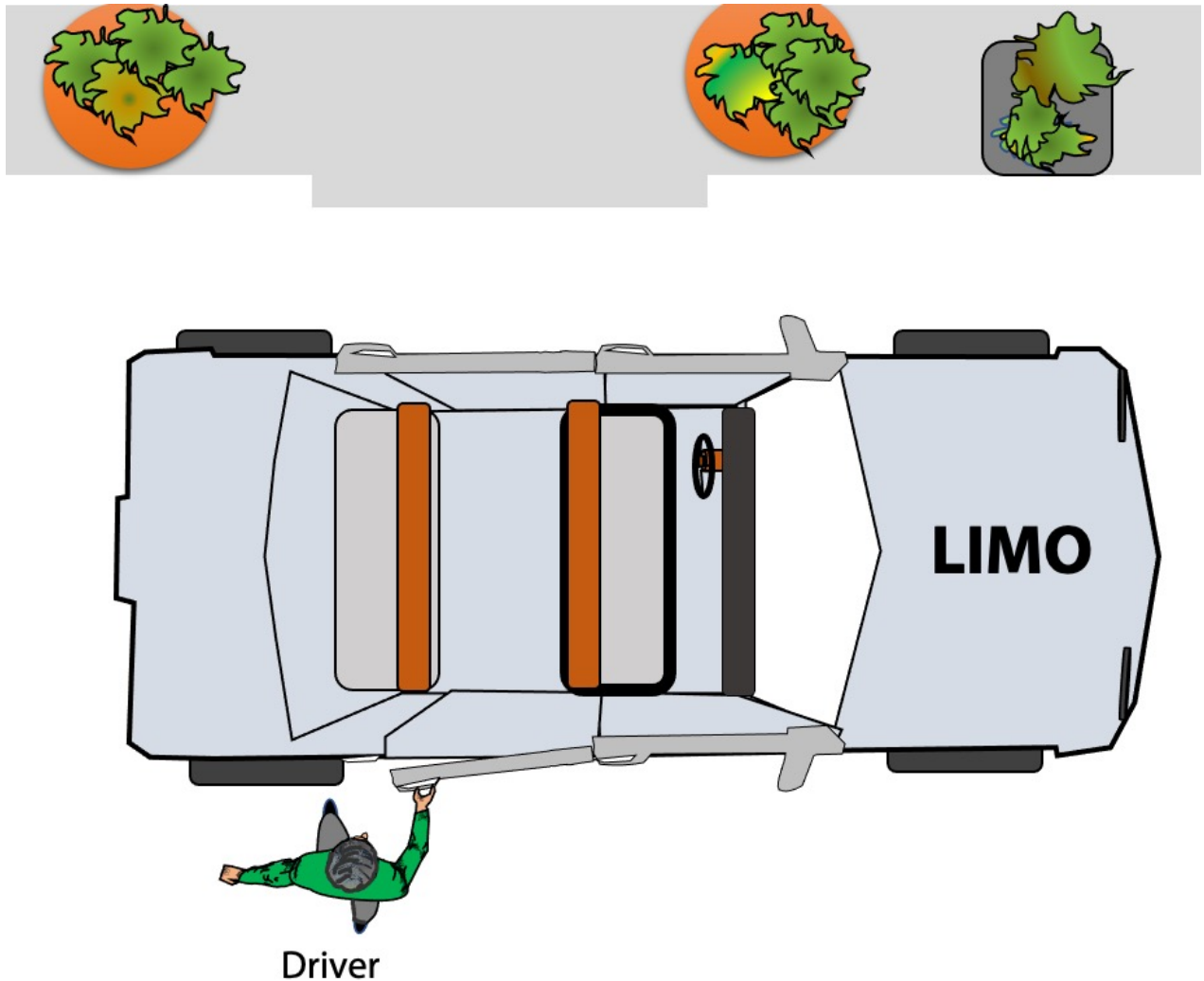
The Advance will continue around the Limo and ensure to warn the VIP of any hazards along the planned route. The OIC will follow behind the VIP and adjust accordingly to provide the best rear security possible. The Limo's VIP door will be kept open as the detail vacates the drop-off site.



THREE-PERSON ARRIVAL: LEFT SIDE

STEP 10: Limo Driver Closes the VIP Door once VIP Departs

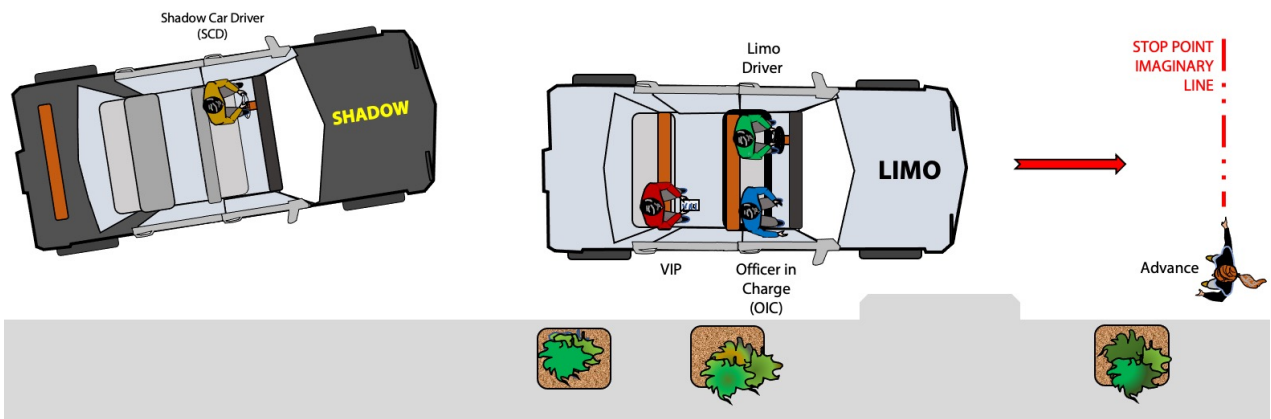
The Limo Driver will exit and close the Limo door when the detail is at a safe distance or inside a building or structure.



FOUR-PERSON ARRIVAL

Shadow/Follow Car Waits Behind Limo

The procedures for arrival with a four-person detail are almost exactly the same as for a three-person detail but will vary slightly depending on how you assign your fourth detail member. If the fourth person is a Shadow Car driver, the Shadow Car will simply pull up to the drop-off point behind the limo and wait. If possible, the Shadow Car Driver will pull out and angle the car slightly to provide additional cover and screening for the detail. If you have a Shift Leader in the rear car that means that you will not have enough people for a dedicated Advance. As already discussed, ideally you will have coordinated with a liaison at the venue to perform some of the Advance duties such as receiving/stopping the Limo. However, that liaison may not join the walking formation as the VIP enters the venue. At best, the liaison will act just as a guide to the meeting location, which can be very helpful if the detail is unfamiliar with the area. However, the liaison will not actually be considered part of the detail so in this case, the SL from the rear vehicle will get out and become the second person in the walking formation.





MOBILE SECURITY

Motorcade Departure

Just like motorcade arrival, motorcade departure is a very common activity for a security detail. Departure is also one of the more likely times for an attack or incident. As with the arrival the detail must employ carefully rehearsed, tightly controlled procedures in order to ensure the departure proceeds smoothly and to minimize the chances of injury or death should there be an attack or incident. Even if there is no attack or major incident, the detail must ensure that the VIP does not trip or encounter any other disturbances, delays or inconveniences. It is the details job to know the VIP, know the environment, know the threat and plan/execute accordingly.

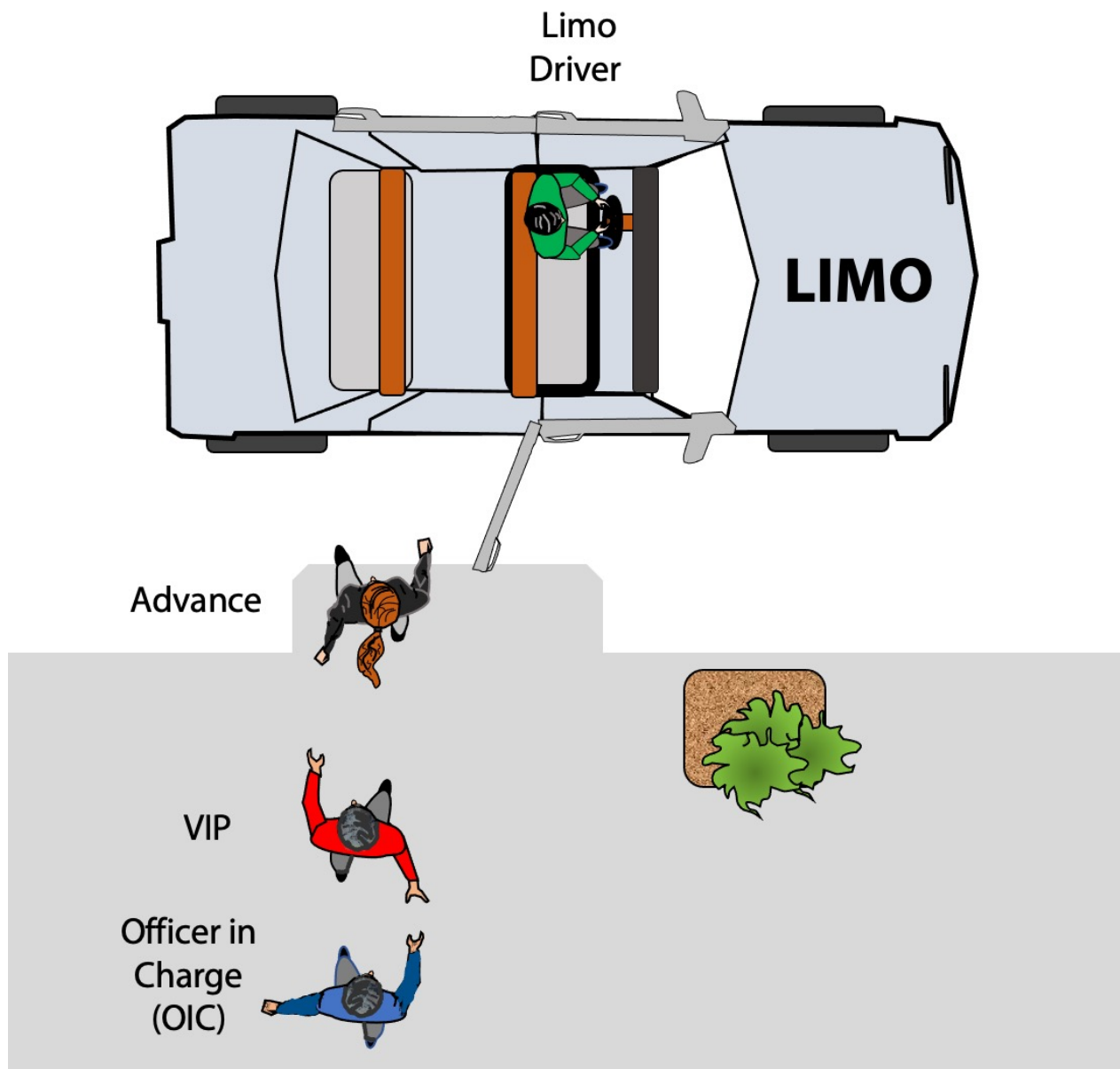
In the event that the motorcade/VIP come under fire during the departure, it is critical for the detail to respond immediately. It is difficult to pre-plan every possible scenario since the attack could come from any direction and at any point of the departure process. The surrounding terrain, type of attack and general situation will also greatly influence the best course of action in an attack scenario.

For example, if the attack comes when the VIP has already entered the Limo, the Limo might want to accelerate forward and drive away. Alternately, if the attack comes when the VIP is just walking out the venue or building, the detail might want to divert the VIP back into the protection of the building and establish a hasty defensive position. There is no single right answer for what to do in these sorts of situations. The detail leaders must be able to think quickly and operate with free-flowing flexibility to get the VIP to safety as soon as possible. The best way to prepare for the many possible attack scenarios is to practice them as many times as possible under realistic training conditions, responding to attacks from all directions and at any time during the departure process.

THREE-PERSON DEPARTURE: RIGHT SIDE

STEP 1: Detail Approaches the Limo

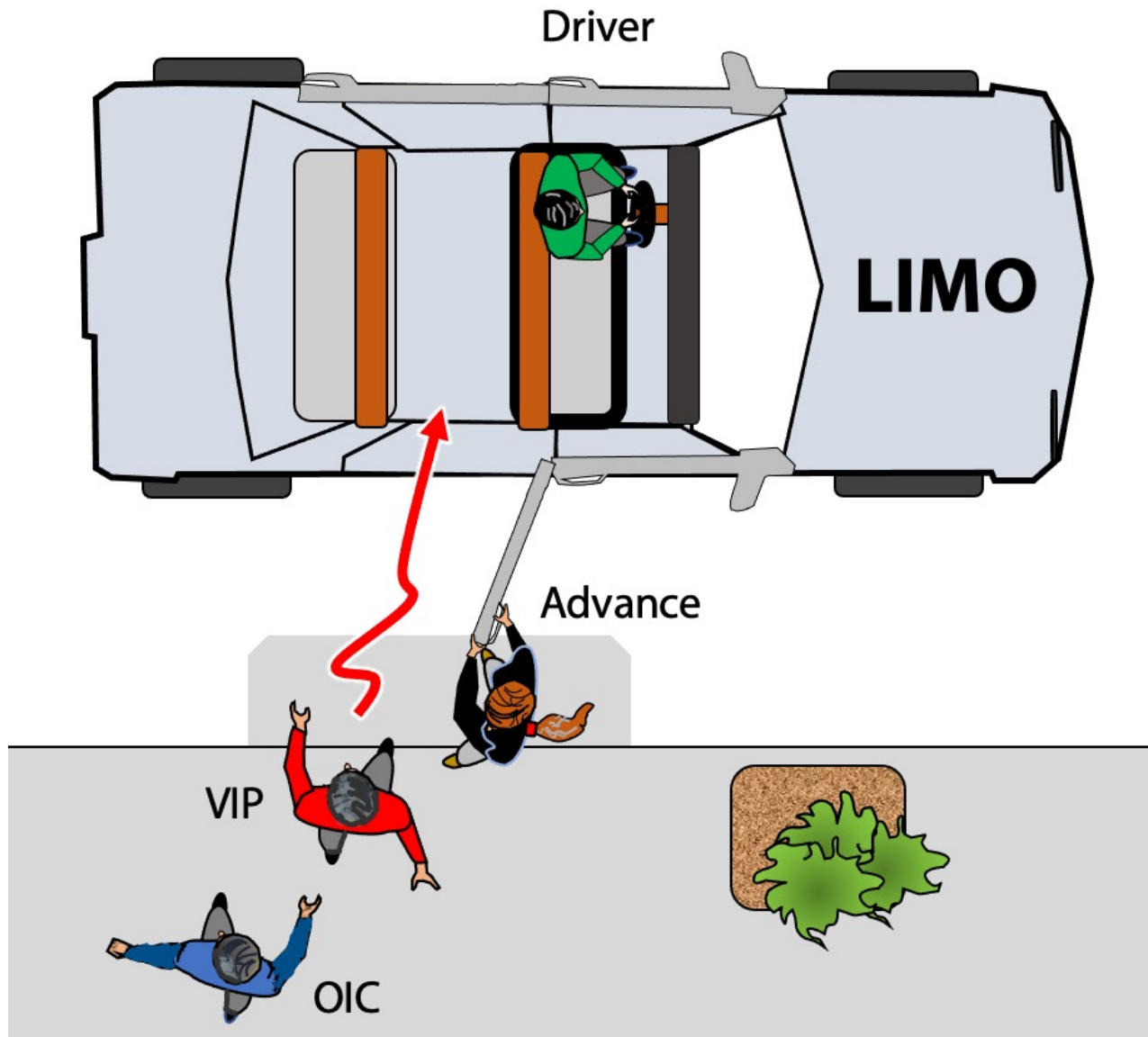
After getting the “all clear” signal from the Limo Driver, the detail will move toward the Limo using the correct walking formation. The Limo door may be opened in advance (see figure) or closed, which will require the Advance to move slightly ahead of the detail to open the door for the VIP. The OIC will take a security position to best cover the detail’s flank and rear. The OIC will periodically check the rear and shift left or right as needed.



THREE-PERSON DEPARTURE: RIGHT SIDE

STEP 2: Advance Secures and Holds Door for VIP

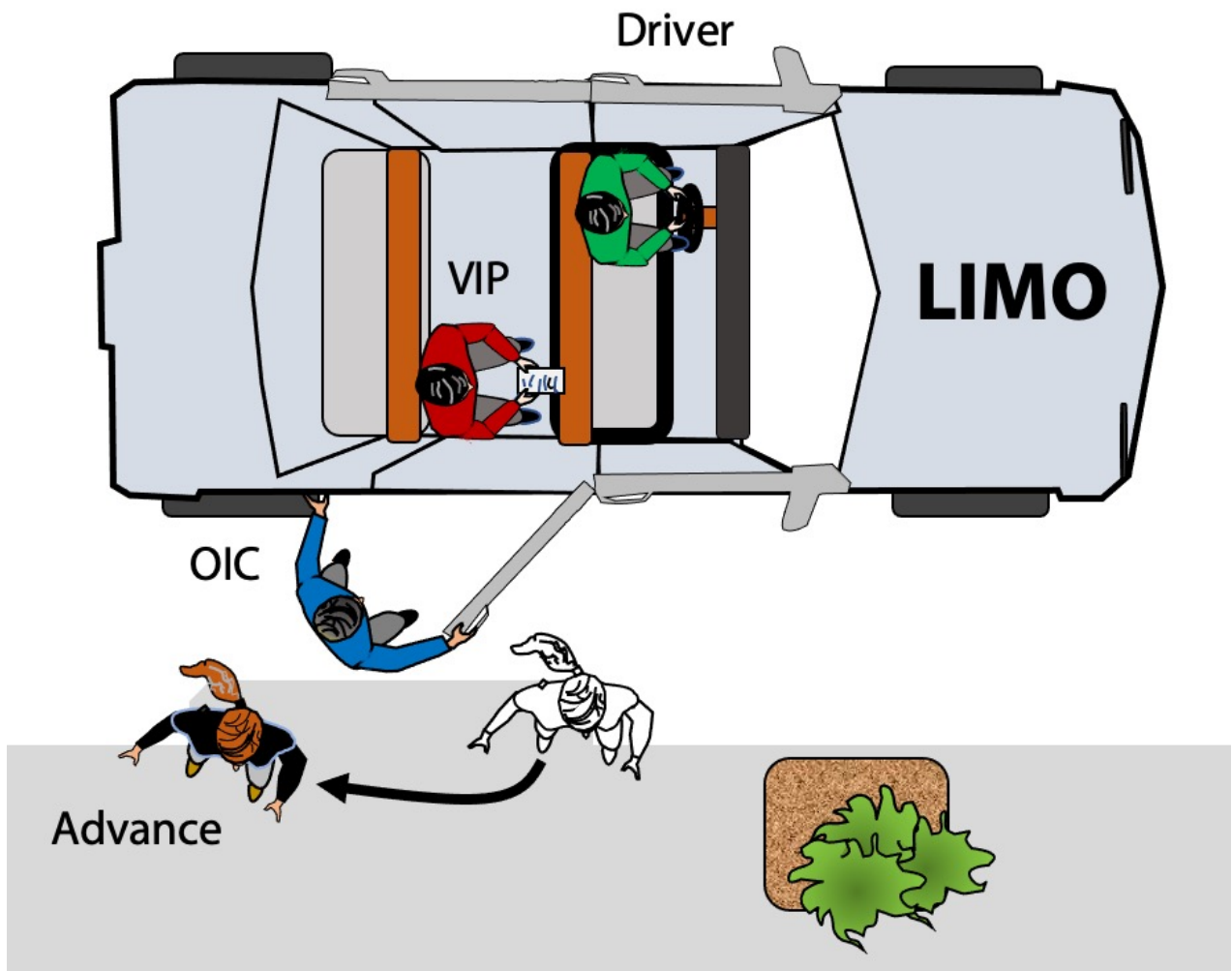
The Advance will immediately secure and hold the door for the VIP. Once the door is secured, the Advance will quickly scan the surrounding area for any threats that might be following from behind. The Advance will hand off the door to the OIC the moment the OIC reaches the door.



THREE-PERSON DEPARTURE: RIGHT SIDE

STEP 3: OIC Provides Body Coverage for VIP

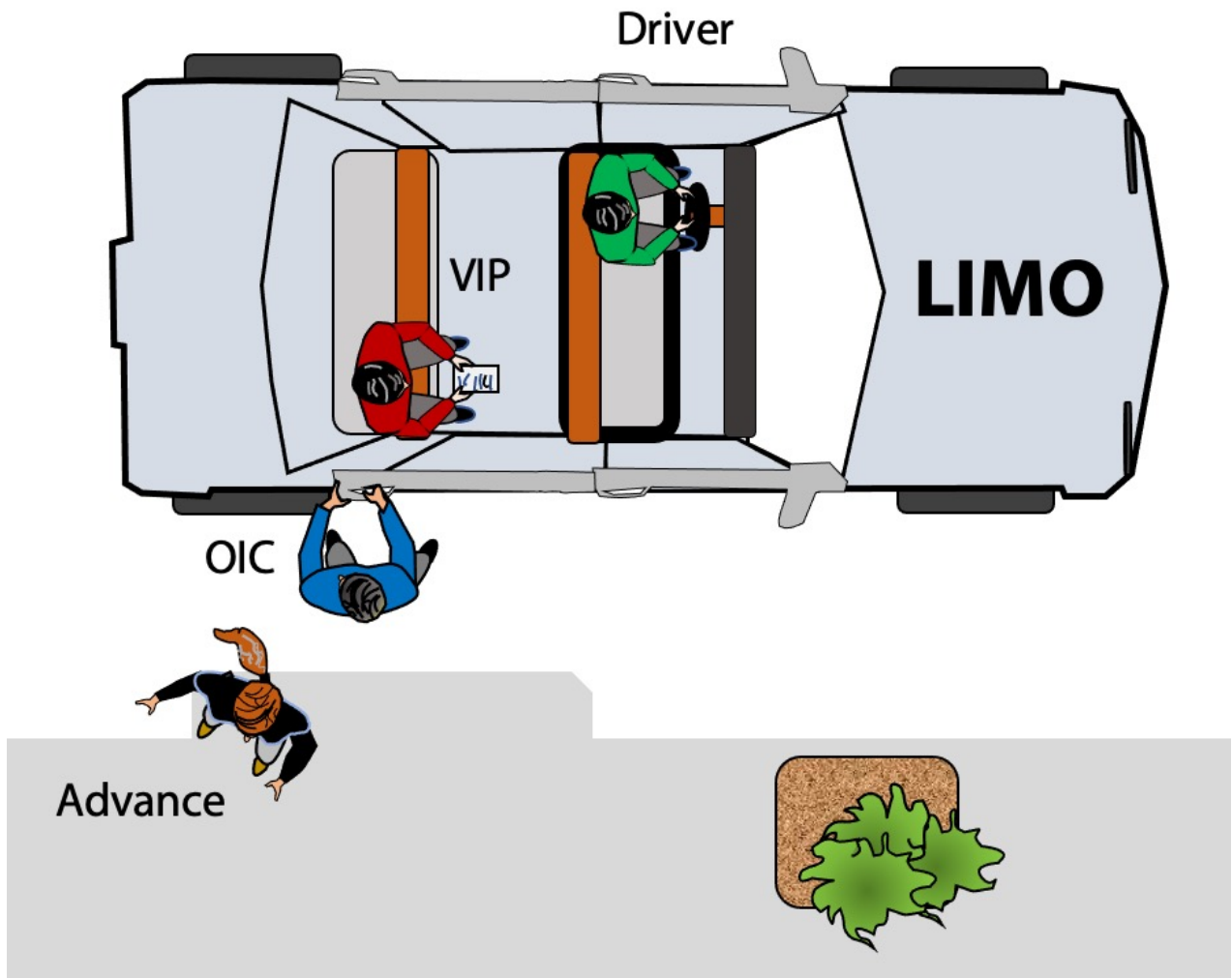
Once taking control of the door from the Advance, the OIC will move behind the VIP and provide body coverage as the VIP enters the Limo. The Advance will move to the best position to cover the OIC's back.



THREE-PERSON DEPARTURE: RIGHT SIDE

STEP 4: OIC Closes the VIP's Door

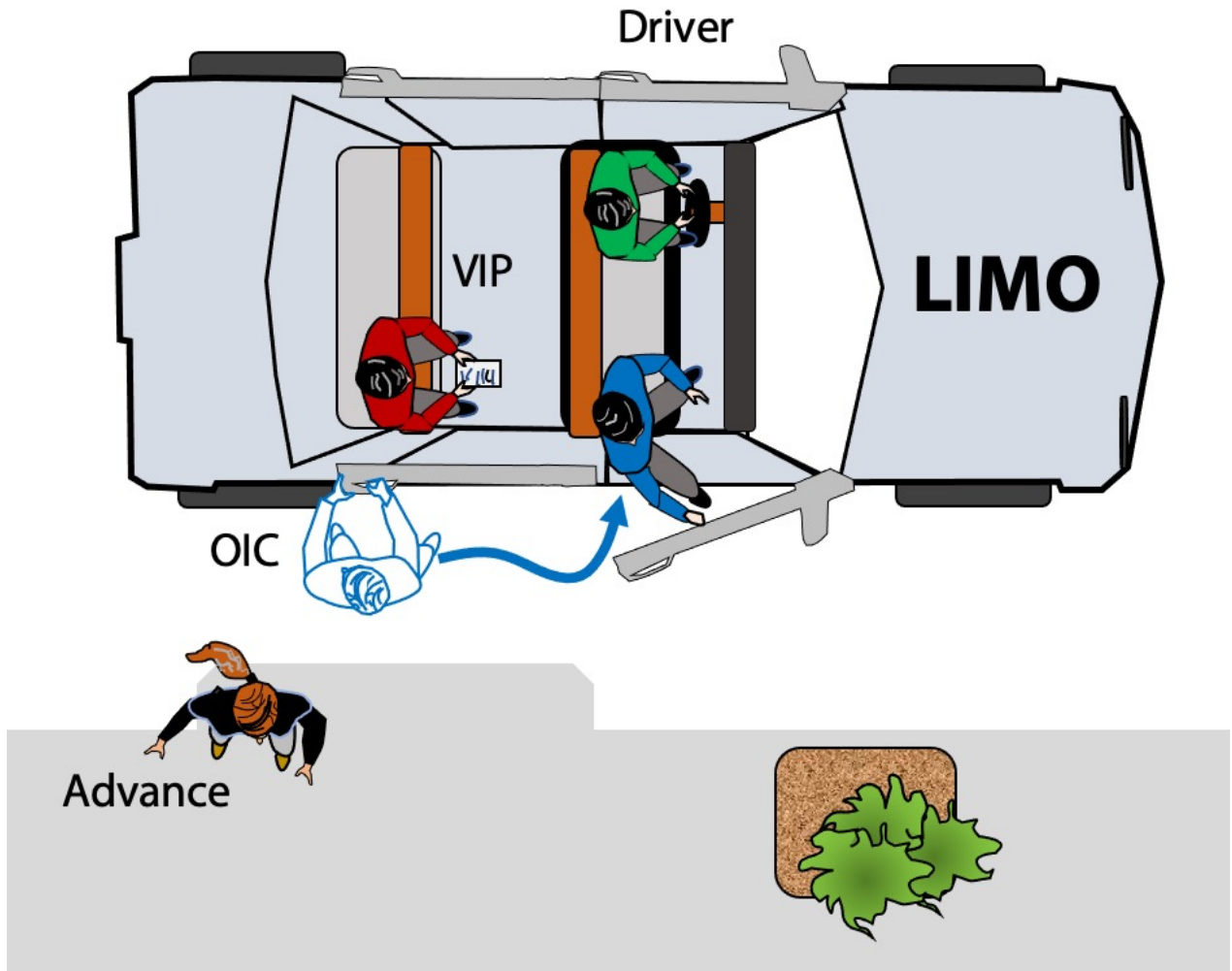
When ready, the OIC will quickly close the VIP's door while ensuring the VIP's attire, hands, feet etc. do not get caught during the process.



THREE-PERSON DEPARTURE: RIGHT SIDE

STEP 5: OIC Enters the Limo and Closes the Door

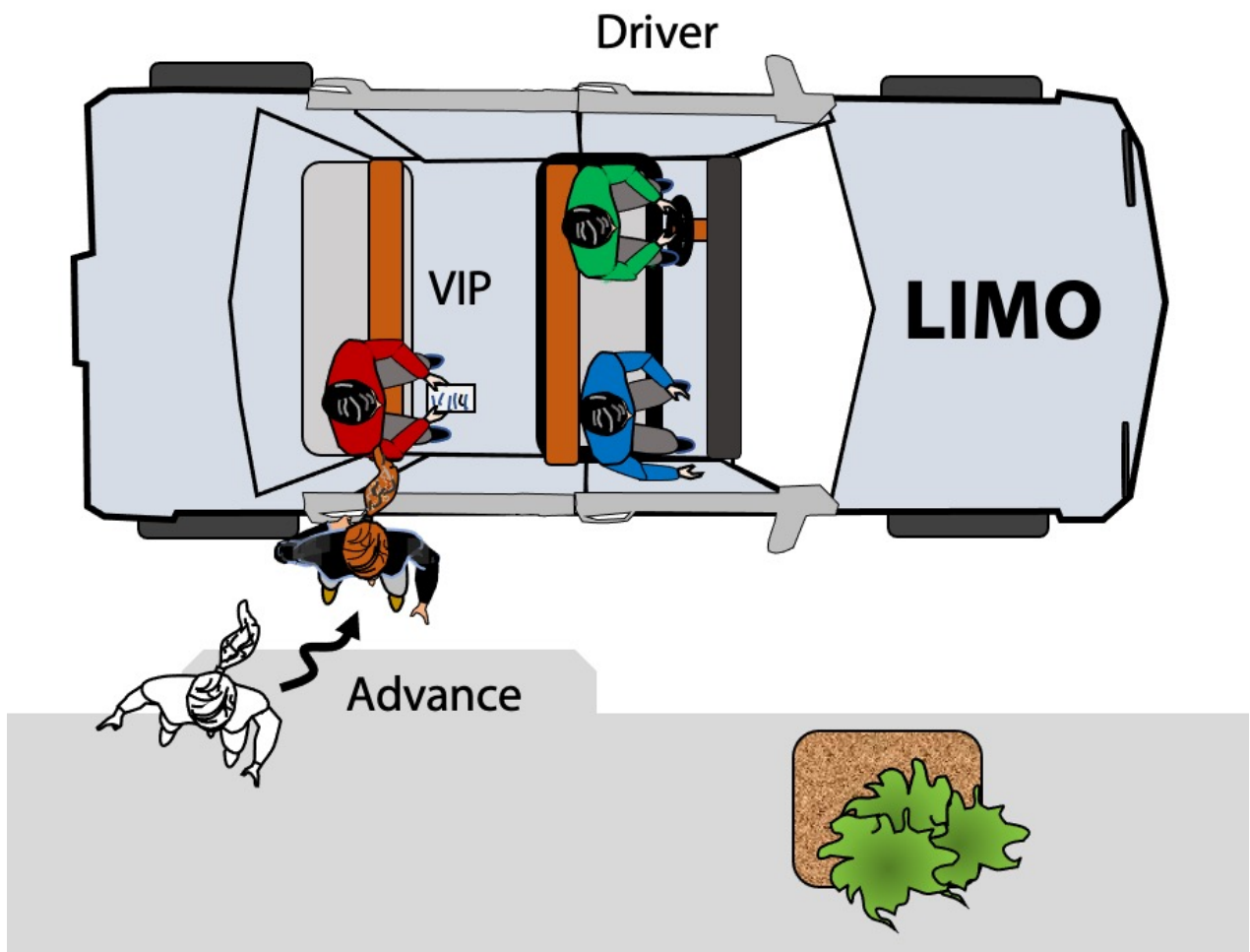
Once the VIP is in the Limo, the OIC will move directly to the front passenger door, get in, and lock the door.



THREE-PERSON DEPARTURE: RIGHT SIDE

STEP 6: Advance Controls the VIP Door

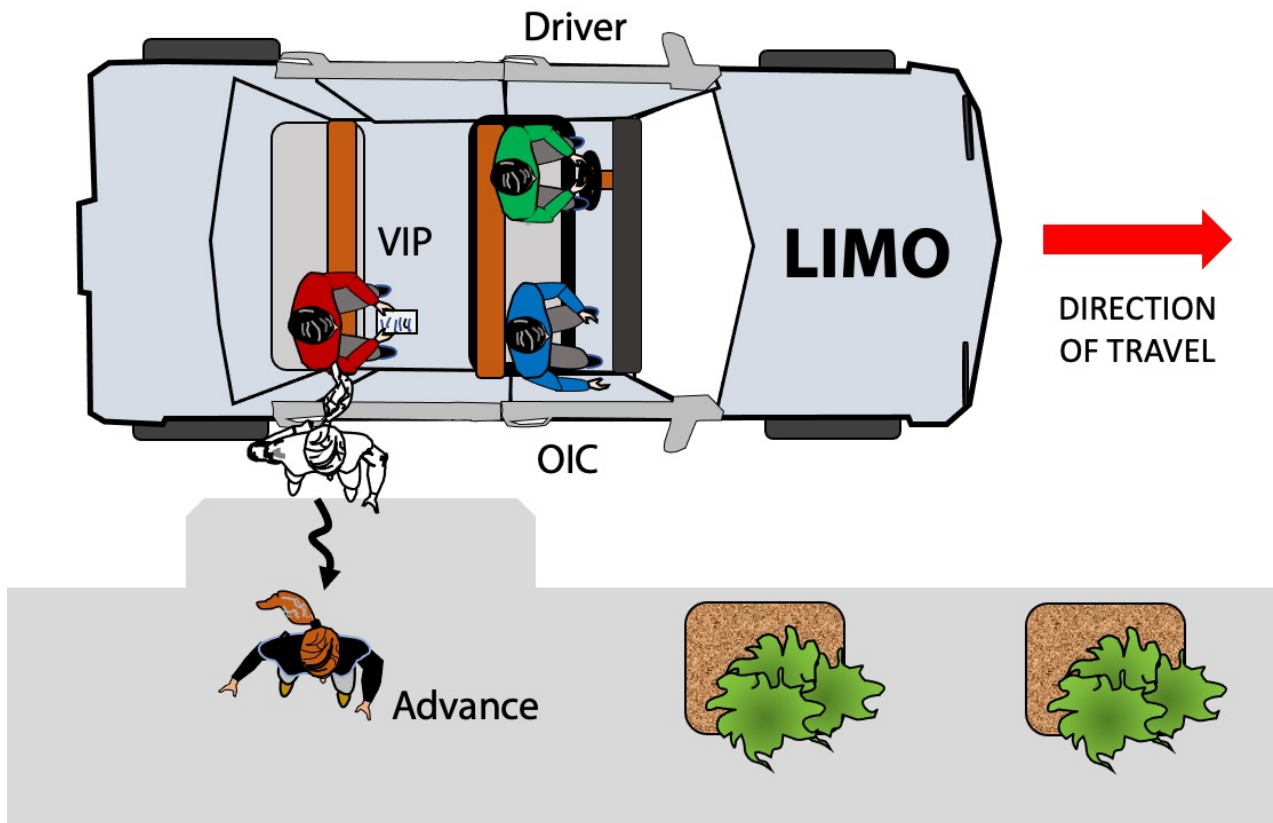
The Advance will move quickly to the VIP's door and control the door, while monitoring the radio (if available) for the departure signal and continuing to scan the area for any threat that might be lurking nearby.



THREE-PERSON DEPARTURE: RIGHT SIDE

STEP 7: Advance Steps Away Before Departure

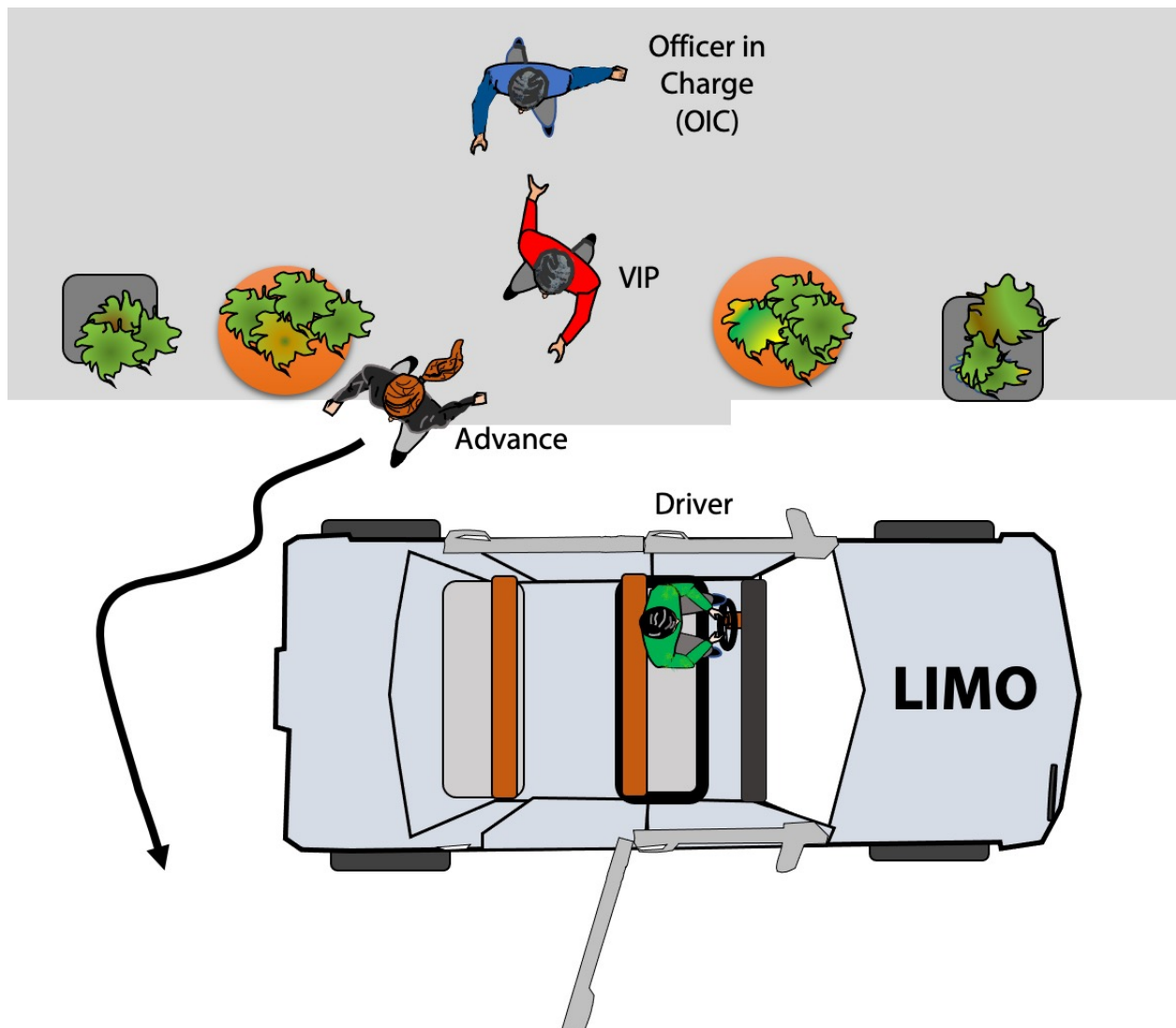
As the departure radio signal is given, the Advance will take a few steps away from the VIP's door to allow the Limo to depart the area smoothly and safely.



THREE-PERSON DEPARTURE: LEFT SIDE

STEP 1: Detail Approaches the Limo

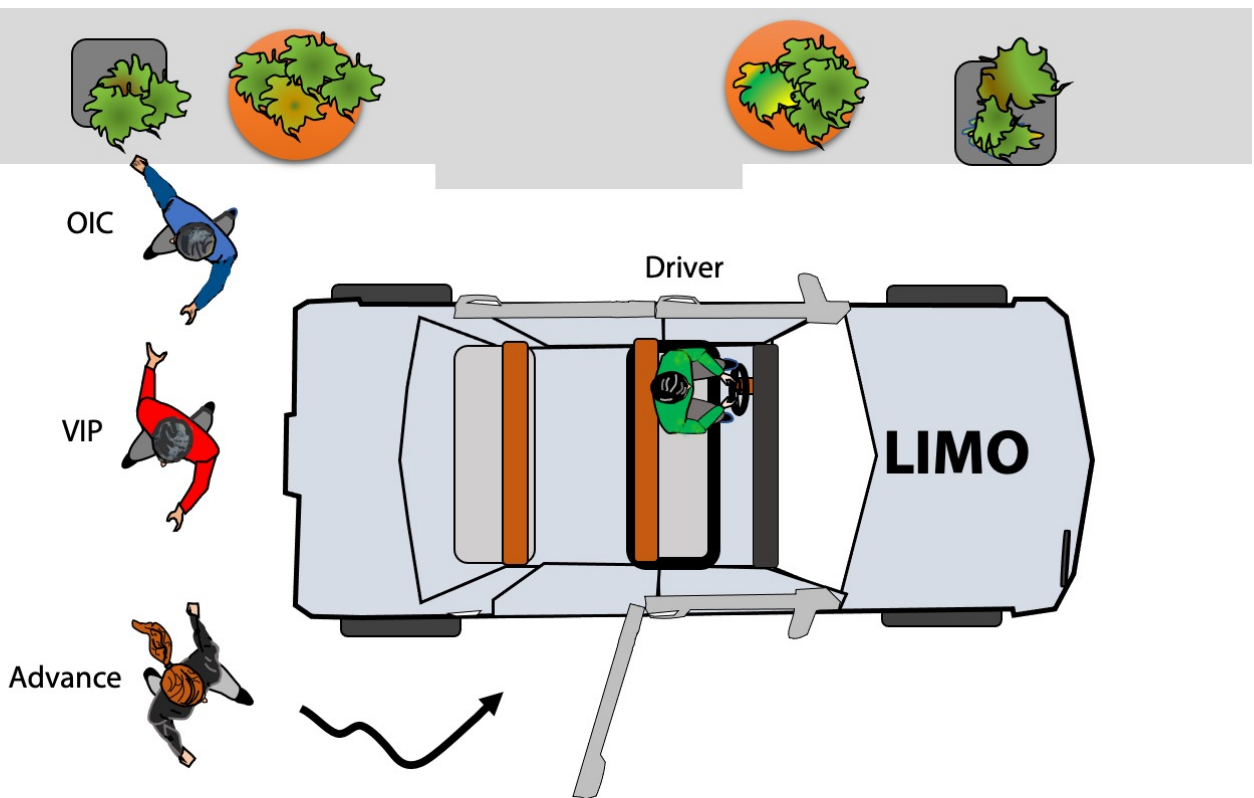
After getting the “all clear” signal from the Limo Driver, the detail will move toward the Limo using the correct walking formation. The Limo door may be opened in advance (see figure) or closed, which will require the Advance to move slightly ahead of the detail to open the door for the VIP. The OIC will take a security position to best cover the detail’s flank and rear. The OIC will periodically check the rear and shift left or right as needed.



THREE-PERSON DEPARTURE: LEFT SIDE

STEP 2: Detail Moves Around the Rear of Limo

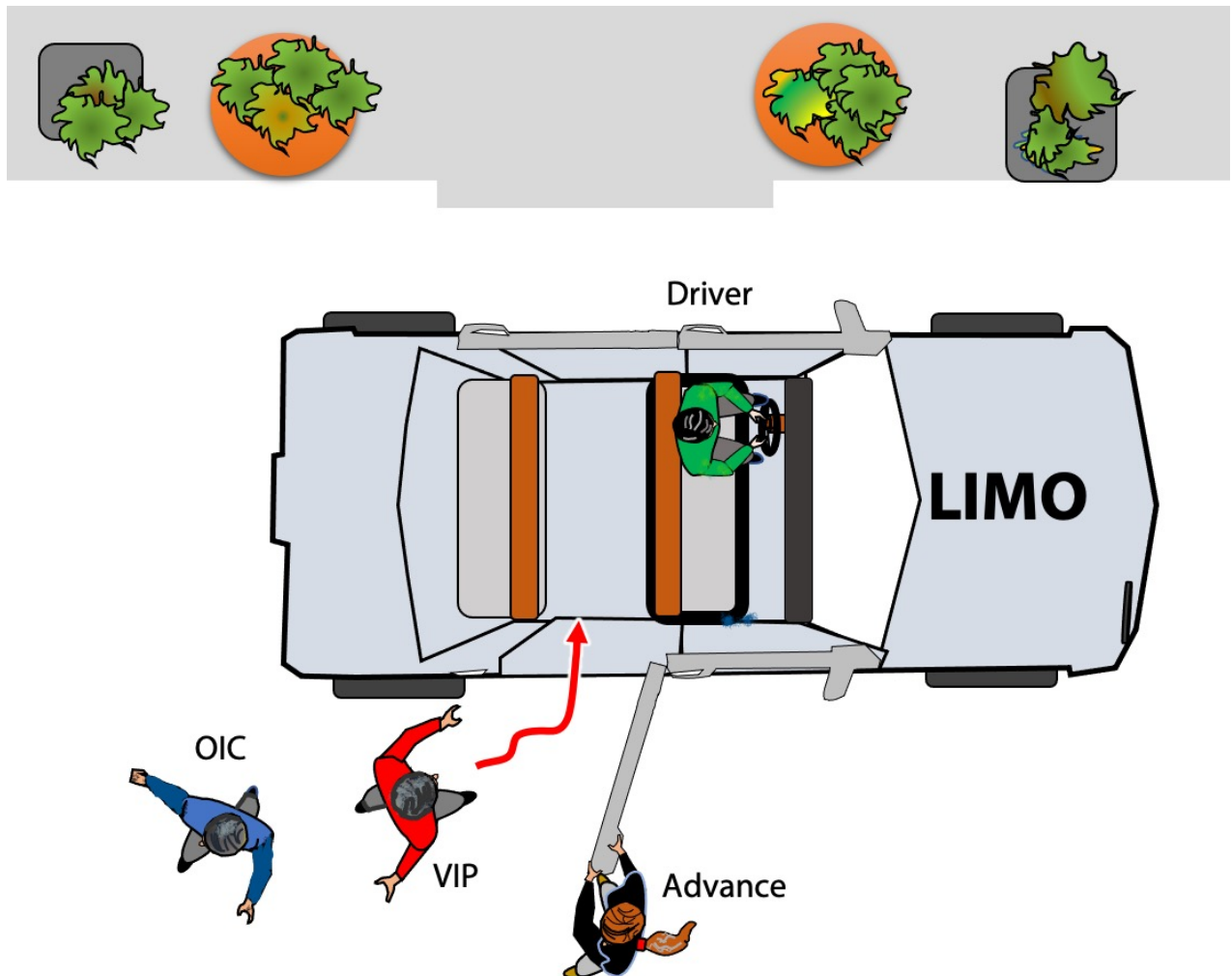
The Detail will go around the rear of the Limo while still maintaining the proper foot formation.



THREE-PERSON DEPARTURE: LEFT SIDE

STEP 3: Advance Secures and Holds Door for VIP

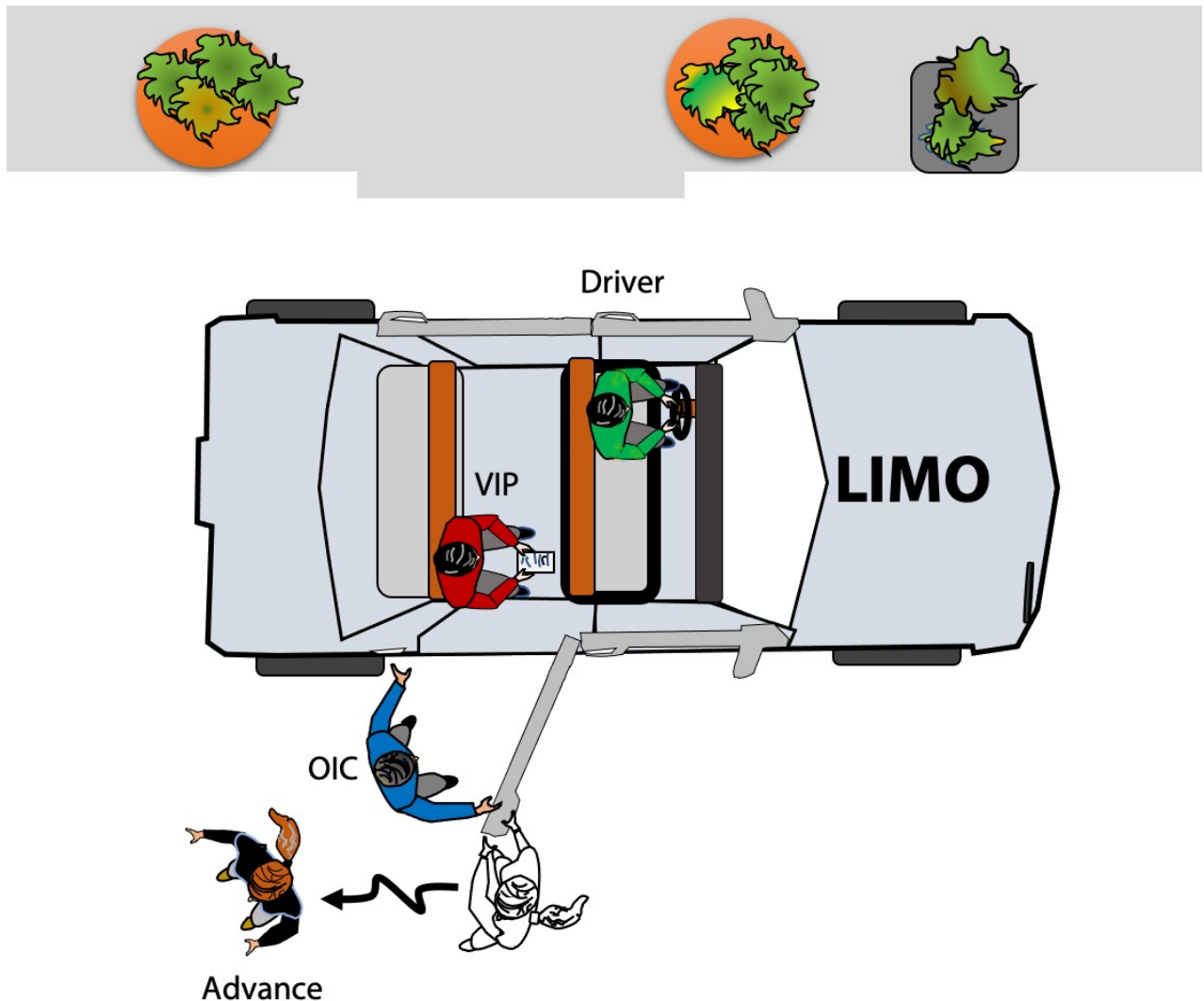
The Advance will immediately secure and hold the door for the VIP. Once the door is secured, the Advance will quickly scan the surrounding area for any threats that might be following from behind. The Advance will hand off the door to the OIC the moment the OIC reaches the door.



THREE-PERSON DEPARTURE: LEFT SIDE

STEP 4: OIC Provides Body Coverage for VIP

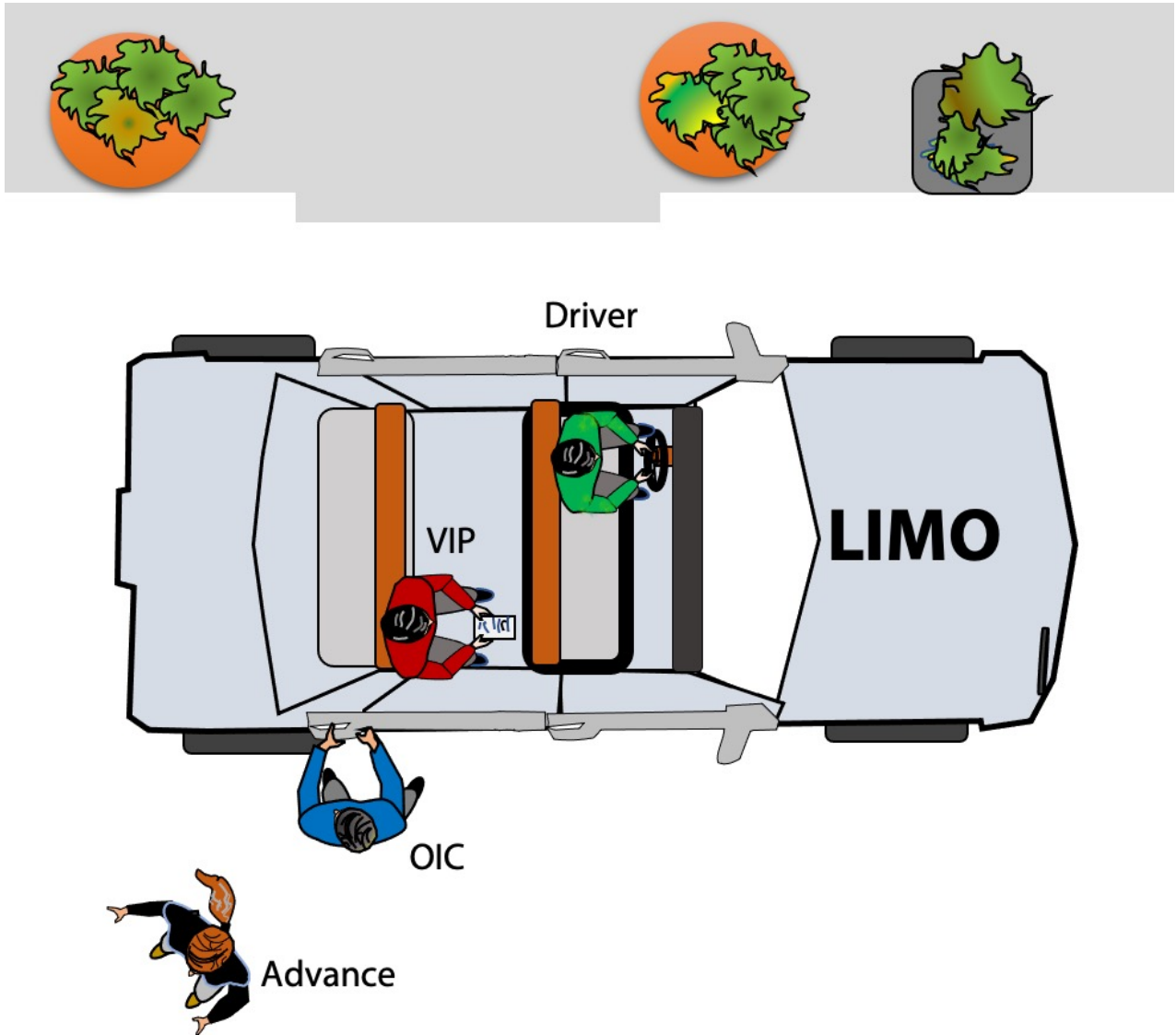
Once taking control of the door from the Advance, the OIC will move behind the VIP and provide body coverage as the VIP enters the Limo. The Advance will move to the best position to cover the OIC's back.



THREE-PERSON DEPARTURE: LEFT SIDE

STEP 5: OIC Closes the VIP's Door

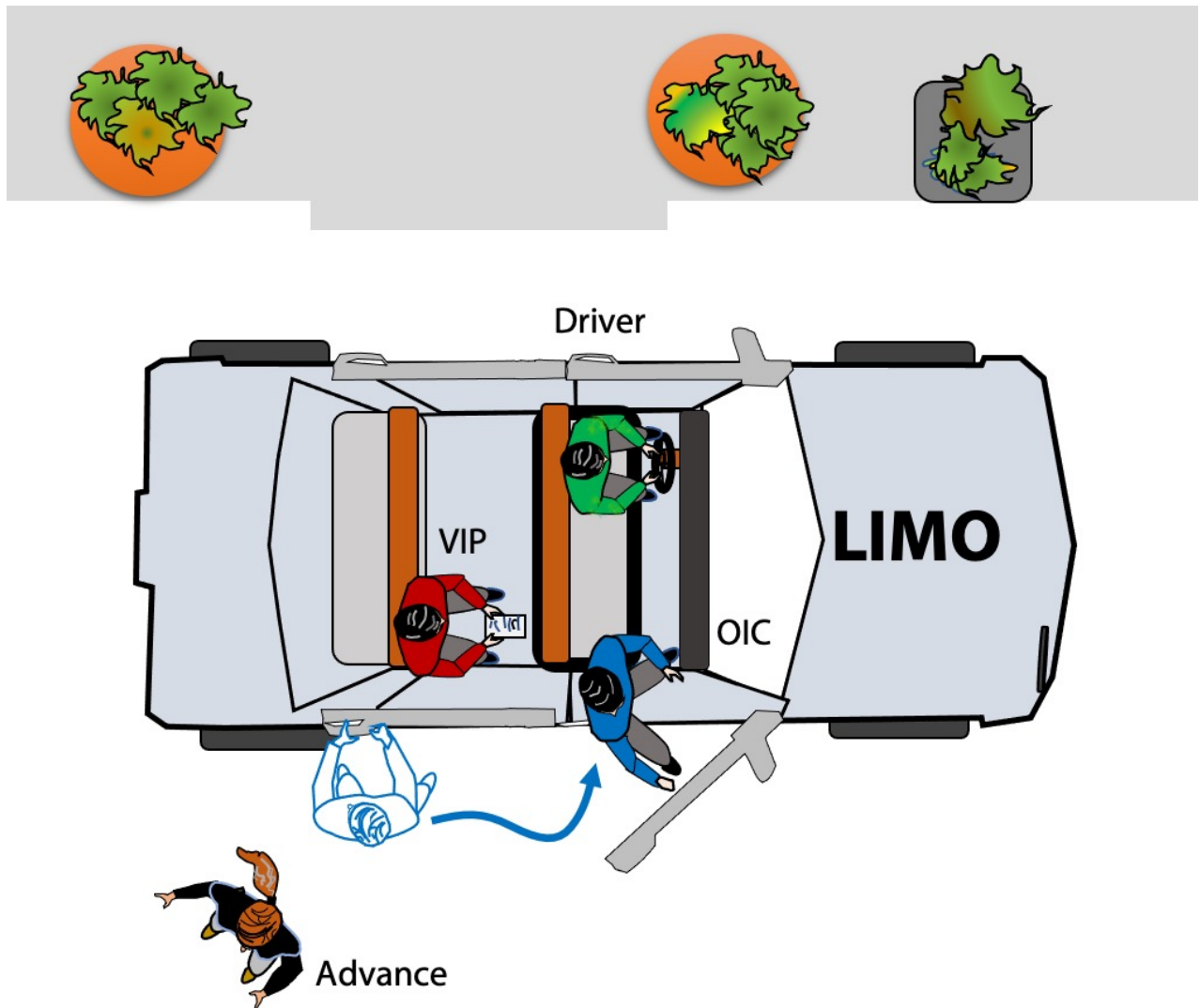
When ready, the OIC will quickly close the VIP's door while ensuring the VIP's attire, hands, feet etc. do not get caught during the process.



THREE-PERSON DEPARTURE: LEFT SIDE

STEP 6: OIC Enters the Limo and Closes the Door

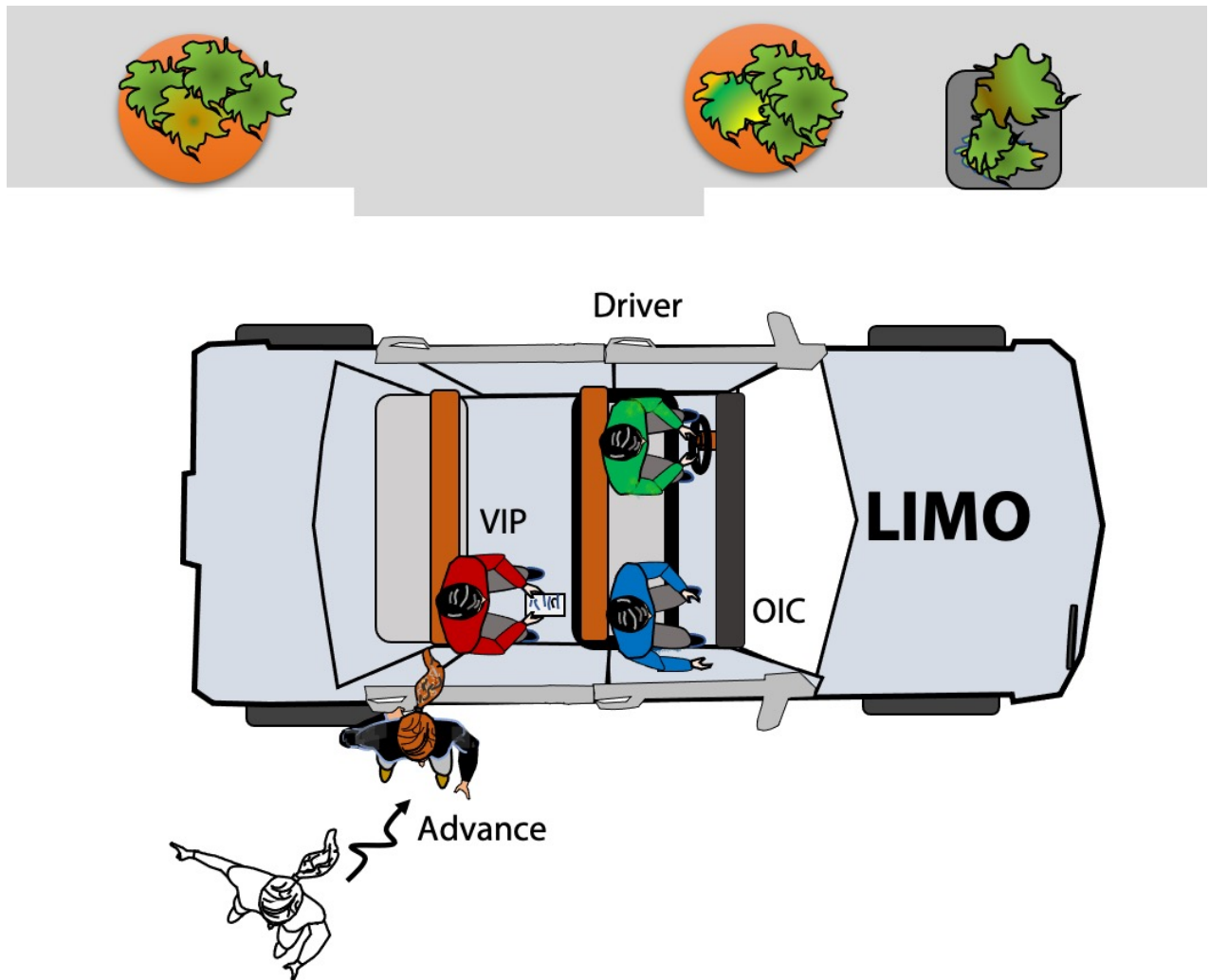
Once the VIP is in the Limo, the OIC will move directly to the front passenger door, get in, and lock the door.



THREE-PERSON DEPARTURE: LEFT SIDE

STEP 7: Advance Controls the VIP Door

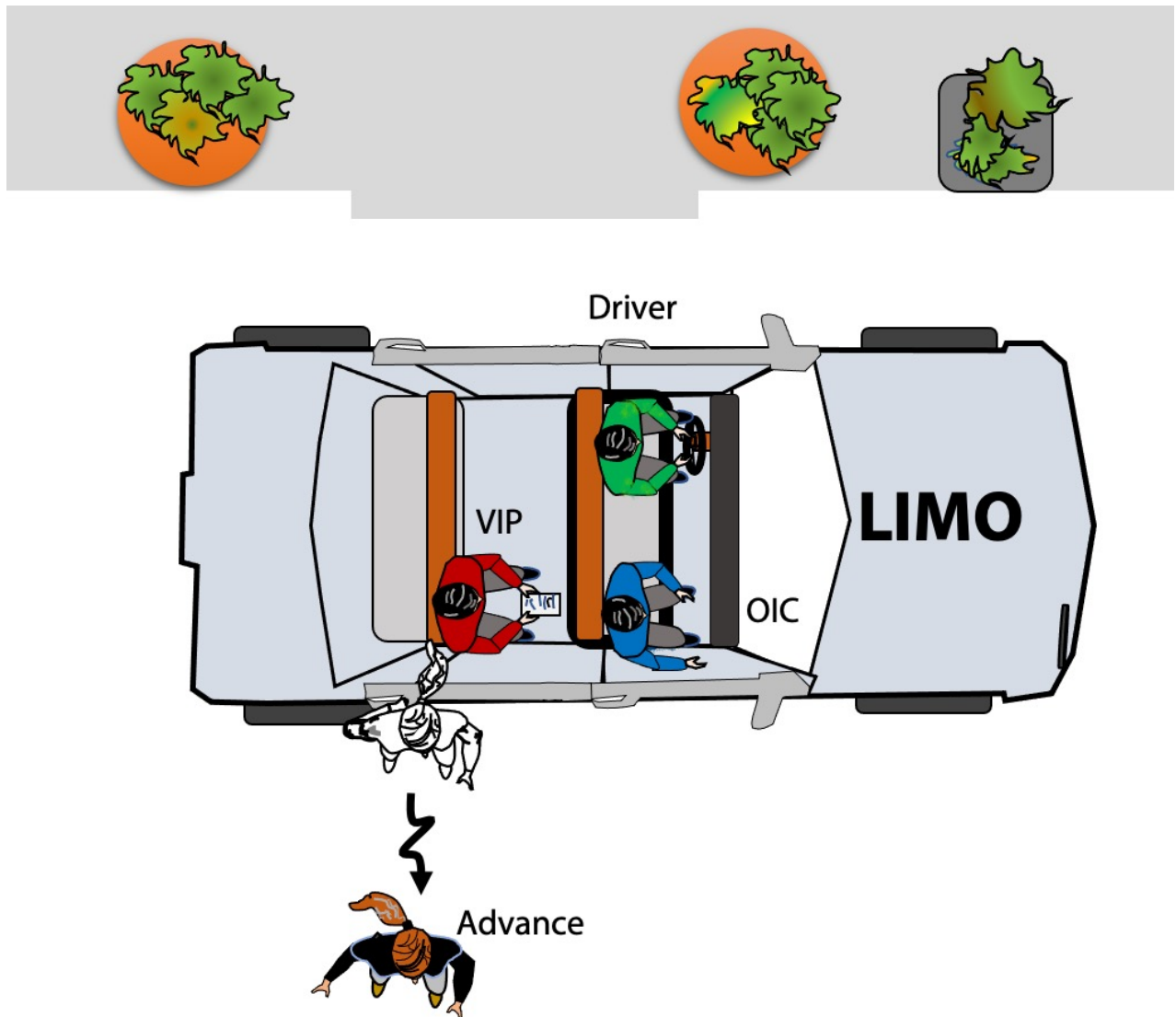
The Advance will move quickly to the VIP's door and control the door, while monitoring the radio (if available) for the departure signal and continuing to scan the area for any threat that might be lurking nearby.



THREE-PERSON DEPARTURE: LEFT SIDE

STEP 8: Advance Steps Away Before Departure

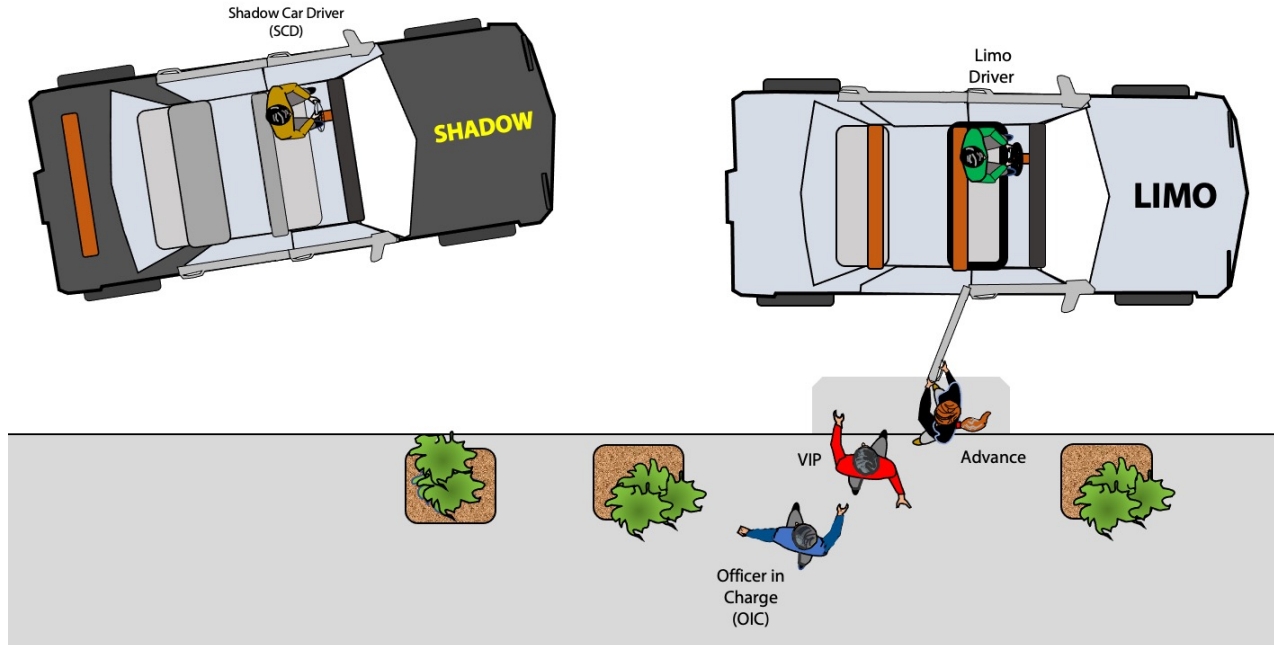
As the departure radio signal is given, the Advance will take a few steps away from the VIP's door to allow the Limo to depart the area smoothly and safely.



FOUR PERSON DEPARTURE

Shadow/Follow Car Waits Behind Limo

The procedures for departure with a four-person detail are almost exactly the same as for a three-person detail but will vary slightly depending on how you assign your fourth detail member. If the fourth person is a Shadow Car driver, the Shadow Car will simply wait behind the Limo and pull out into formation once the motorcade departs. If you had a Shift Leader (SL) in the rear car that means that you did not have enough people for a dedicated Advance and the SL will be walking with the VIP and OIC. The Shift Leader will take on the role of the Advance, opening the door for the VIP and controlling the VIP door once both the VIP and OIC are in the car. The only difference is that instead of remaining on site like the Advance, the SL will get back into the Follow Car and leave with the motorcade.





ATTACK RESPONSE

Drive Through or Push Out

Should the limo/motorcade come under attack, the detail generally has four options to be executed in the following order of priority: drive through, push out, crossload or evac/bailout. Generally, the best option is to drive through the ambush zone as quickly as possible. Since the adversary has prepared to intercept the motorcade in a specific location, by continuing to drive away from the kill zone or “off the X” you can create distance and it will be difficult for the adversaries to follow you or continue their attack. The procedure for driving through the ambush is relatively simple compared to other attack response drills. However, the drivers and the rest of the detail must not get complacent since in a high-stress situation, moving at high speed, it is easy to swerve off the road or get into an accident that could injure or kill the VIP.

If the Limo becomes disabled, it will not be able to drive out of the ambush zone so the detail will need to employ another technique to get the VIP to safety. If the motorcade has a second vehicle that is still operational, the next option is for the rear vehicle (Shadow Car or Follow Car) to push the Limo out of the ambush zone. It is likely that the rear vehicle will not be able to push the Limo for an extended distance. The objective is only to push the Limo forward far enough to get it out of the ambush zone.

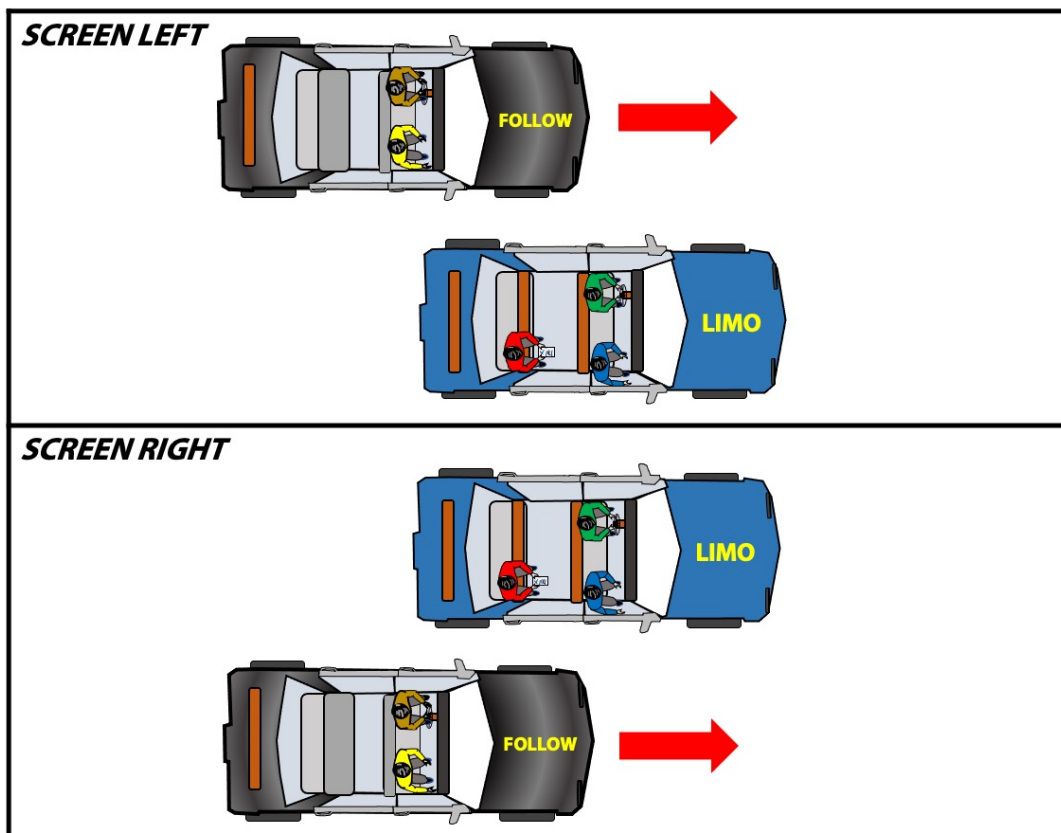
Good communication between vehicles is critical to execute the drive through or push out effectively. First, as soon as any member of the detail detects hostile fire he/she should call out a warning over the radio, saying “attack right” or “attack left” at least three times to ensure clarity. Identifying the direction of the attack is critical. Sometimes the easiest way to identify the direction of an attack is to identify which side of the vehicle is being struck by bullets.

Once identifying the direction of the attack, the OIC or SL will make a decision to “drive through.” If the Limo or Follow Car goes down, this too must be communicated over the radio immediately with a call of “Limo Down,” or “Follow Down.” This will trigger another decision. If the detail decides to push out, the OIC or SL will call out “push out” at least three times. Some details might use codewords or brevity codes and it is also a good idea to have alternate methods of communication and visual signals.

DRIVE THROUGH

Accelerate Out of the Ambush Zone and Screen Left/Right

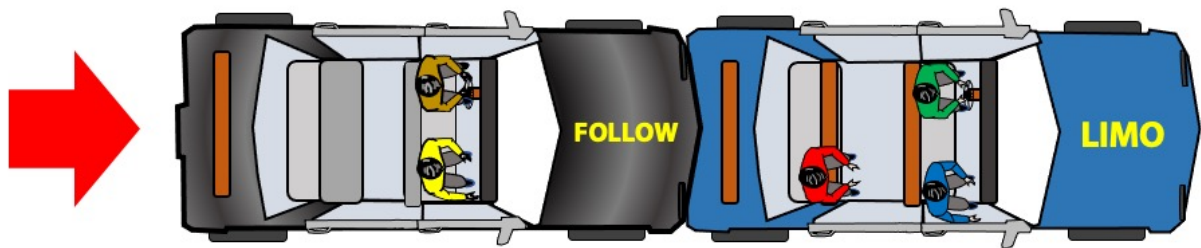
Driving through the ambush zone is generally the first and best option for responding to an attack. As soon as the motorcade begins taking fire, the detail members will call out the direction of the attack. Sometimes the easiest way to identify the direction of an attack is to identify which side of the vehicle is being struck by bullets. After hearing the “attack right” or “attack left” call, the OIC or SL will decide what to do. If there is no call notifying the detail that one or more vehicles is down, the OIC or SL will most likely order the motorcade to “drive through.” The motorcade will accelerate as quickly as possible while ensuring not to swerve off the road or crash. If there are two vehicles in the motorcade, the rear vehicle (Shadow Car or Follow Car) will attempt to screen to the left or right depending on the direction of the attack. The Limo should not slow down but should instead drive forward as quickly as possible to get out of the ambush zone. This means that the screening vehicle might not be able to fully catch up to the Limo to screen left or right. However, follow/shadow car should do its best to provide as much screening for the Limo as possible. It is also important for the rear vehicle not to accidentally drive past the Limo should the Limo become disabled.



VEHICLE PUSH OUT

Second Vehicle Pushes the Limo out of the Ambush Zone

If the Limo becomes immobilized or disabled by hostile fire it will not be able to drive through the ambush zone by itself. However, if there are two vehicles in the motorcade and the rear vehicle is still operational, the next best option is for the rear vehicle to push the Limo as far out of the ambush zone as possible. After receiving the "Limo down" call, the OIC or SL will make the decision to "push out" and give the call over the radio at least three times. The Follow/Shadow Car will bring its front bumper into contact with the Limo's rear bumper. Ideally, the rear vehicle should not crash hard into the Limo since an uncontrolled crash can cause serious injury. Once the bumpers are in contact the rear vehicle will apply maximum acceleration to push the Limo forward. This will be easier if the Limo still has some momentum and is rolling already. Ideally, the Limo Driver should put the Limo in neutral to make it easier for the rear vehicle to push. It is likely that the motorcade will not be able to push forward all the way to a completely safe location. Therefore, the detail should be prepared to conduct a crossload or evac/bailout once it becomes impossible to push forward any further.





ATTACK RESPONSE

Vehicle Crossload

Once again, if the limo/motorcade come under attack, the detail generally has four options to be executed in the following order of priority: drive through, push out, crossload and evac/bailout. Generally, the best option is to drive through or push out of the ambush zone since by continuing to drive away from the prepared ambush zone “off the X,” you can create distance and it will be difficult for the adversaries to follow you or continue their attack.

However, in some cases it might not be possible to drive through or push out. For example, if the Limo becomes disabled and cannot move the OIC or SL will have to make a decision to either crossload or evac/bailout. Ideally, the Limo still had some momentum when it became disabled and was able to continue rolling forward away from the center of the ambush zone. Additionally, the motorcade may have already conducted a push-out and gotten the limo as far out of the ambush zone as possible. However, in some cases, the Limo may have crashed and come to a complete stop abruptly. In either case, if the Limo can no longer move but the follow/shadow car is operational, the next best option is to conduct an immediate crossload.

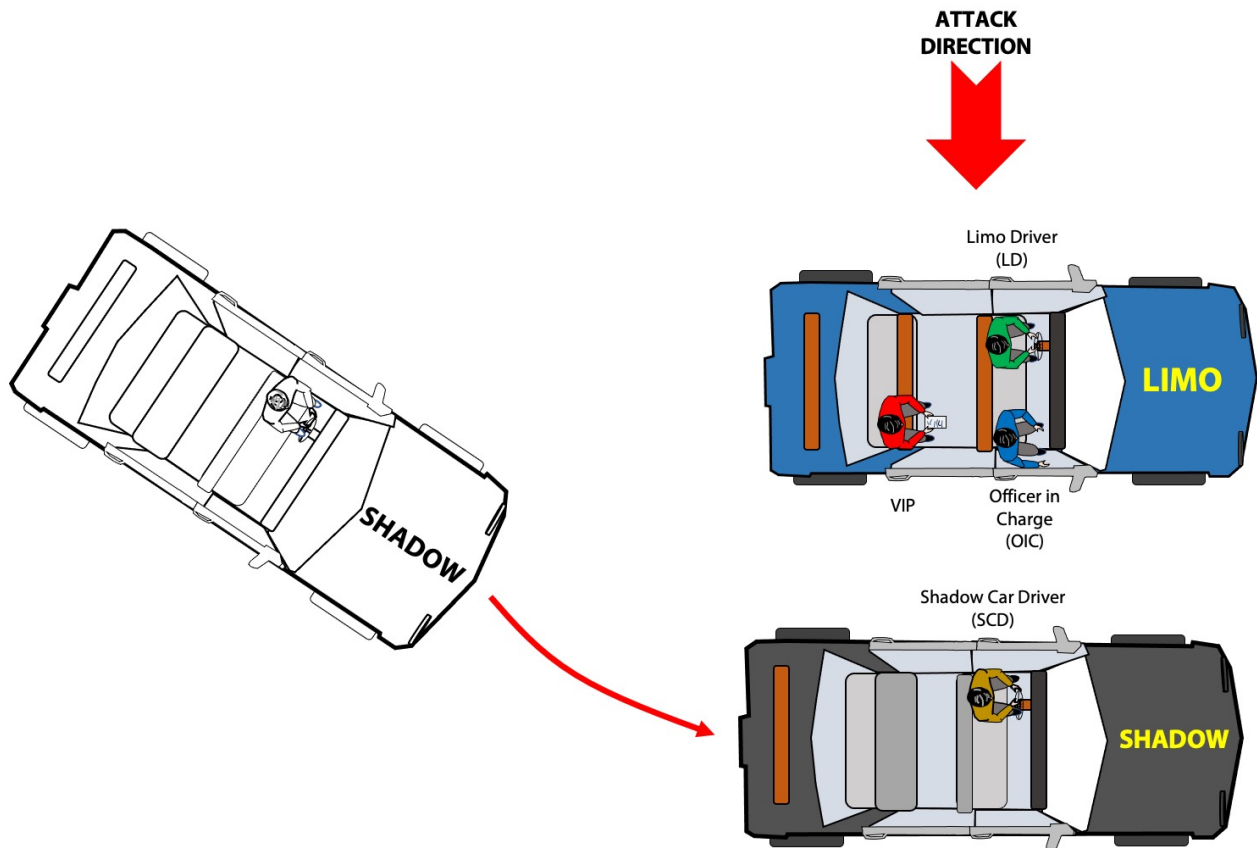
After receiving the “Limo down” call, the OIC or SL will call out either “crossload right” or “crossload left” at least three times for clarity. The direction of the crossload is telling the rear vehicle which side of the limo to pull up on. The motorcade should always attempt to crossload in the direction opposite the attack. In the case of an attack from the front or rear, the procedures remain the same but the drivers will attempt to angle the vehicles to provide additional protection and choose to exit from the side of the vehicle that is least exposed to hostile fire.

Conducting the crossload requires the VIP and detail members to exit their vehicles. This is extremely dangerous when under fire but may be the only option. Therefore, it is critical for everyone to stay low, minimize exposure, take maximum advantage of available cover and concealment, and move quickly to get out of the ambush zone as quickly as possible. Also, while some details may preach leaving detail members behind because of lack of room, in practice this usually proves difficult. If possible, squeeze all detail members into the functioning vehicle while being careful not to crush or suffocate the VIP.

THREE-PERSON CROSSLOAD: ATTACK LEFT

STEP 1: Shadow Car Pulls Along Side Limo

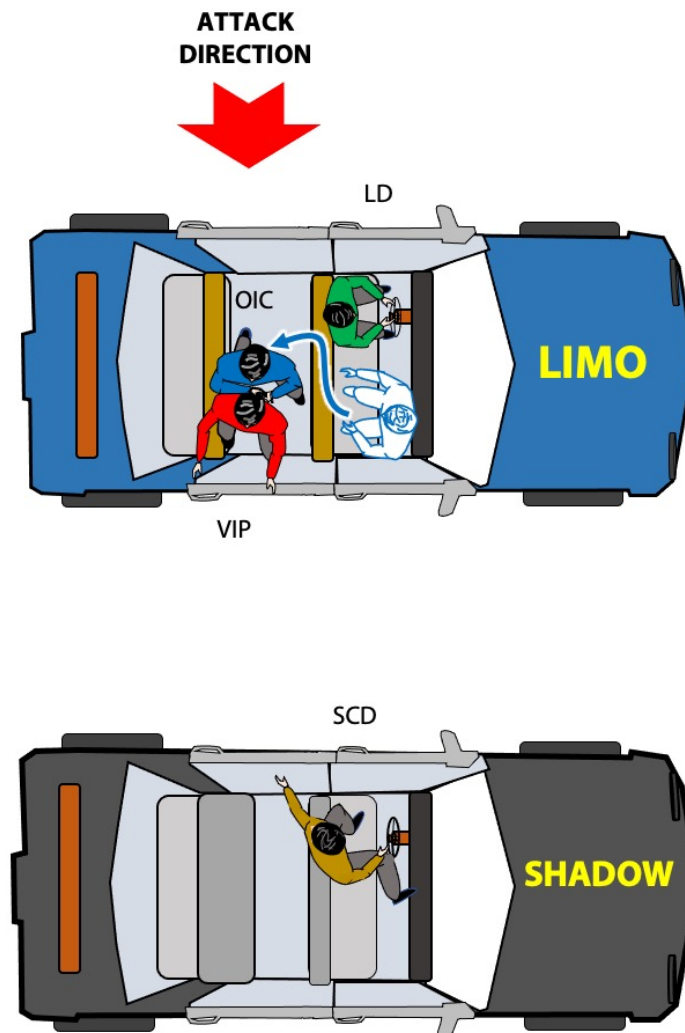
When the Limo gets hit and becomes immobile, the OIC will quickly alert the Shadow Car Driver (SCD). If the Shadow Car is still operational, the SCD will give the command “cross-load right” at least three times after determining the hostile fire is coming from the left. The SCD will issue the preparatory command of “stand-by” at least 3 times while maneuvering the Shadow Car into position.



THREE-PERSON CROSSLOAD: ATTACK LEFT

STEP 2: OIC Moves to the Back Seat with VIP

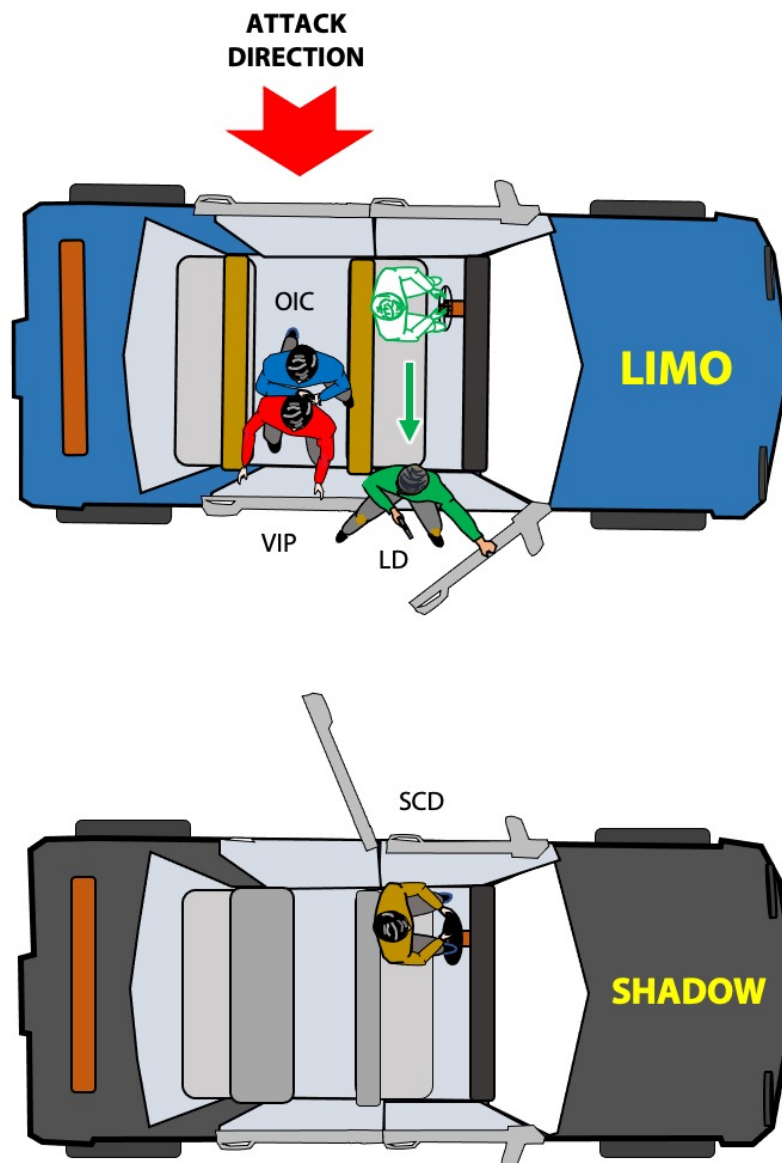
The Shadow Car will come to a full stop while ensuring there is enough space between the cars for both cars' doors to be opened without colliding. The SCD will make sure the Shadow Car doors are unlocked as soon as the Shadow Car comes to a complete stop and if possible, the SCD will reach over and crack the rear door open. Right after, the SCD will give the evacuation signal of "deploy" or "execute" at least three times to the Limo occupants. However, if the SCD cannot open the Shadow Car door, the LD will have to exit the Limo, open the VIP's door and Shadow Car door consecutively.



THREE-PERSON CROSSLOAD: ATTACK LEFT

STEP 3: Limo Driver Exits the Limo

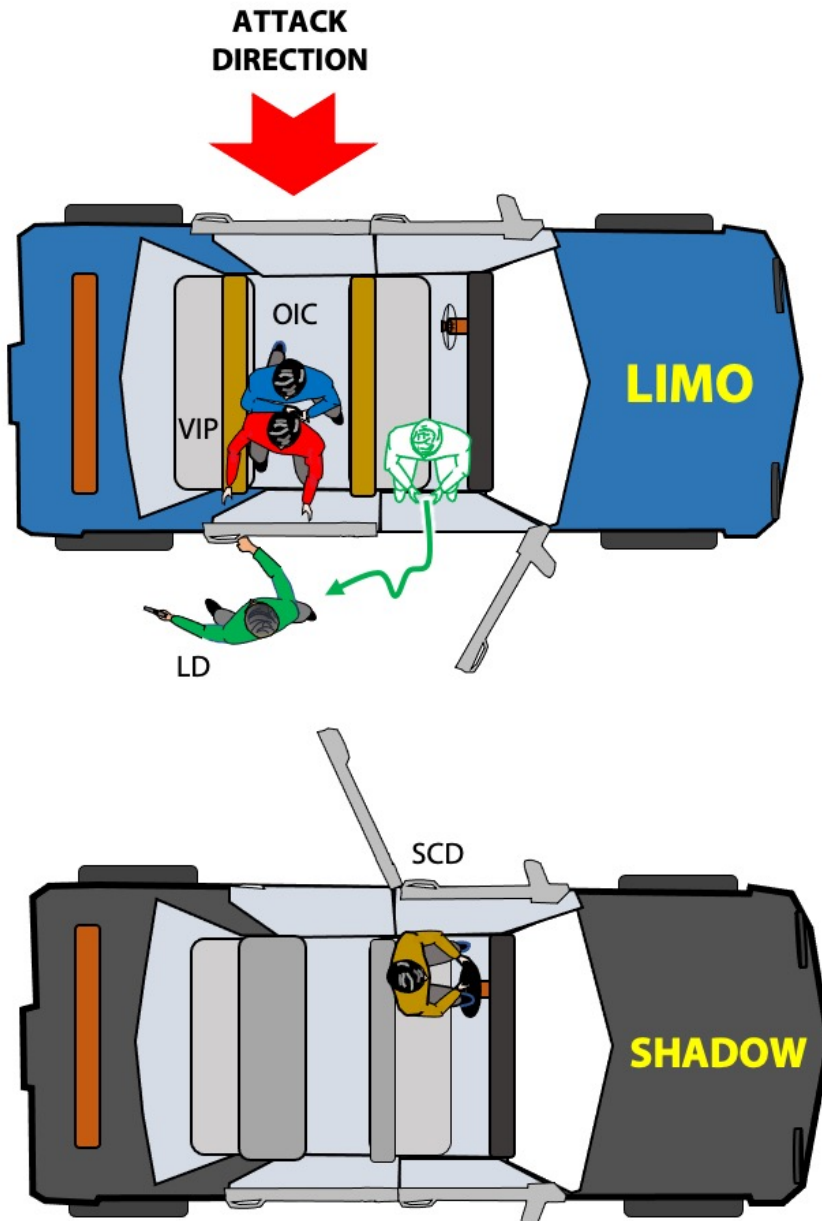
When ready, the LD will get out of the Limo quickly and leave the Limo door open. This will provide some degree of screening and concealment during the evacuation process.



THREE-PERSON CROSSLOAD: ATTACK LEFT

STEP 4: Limo Driver Opens the VIP's Door

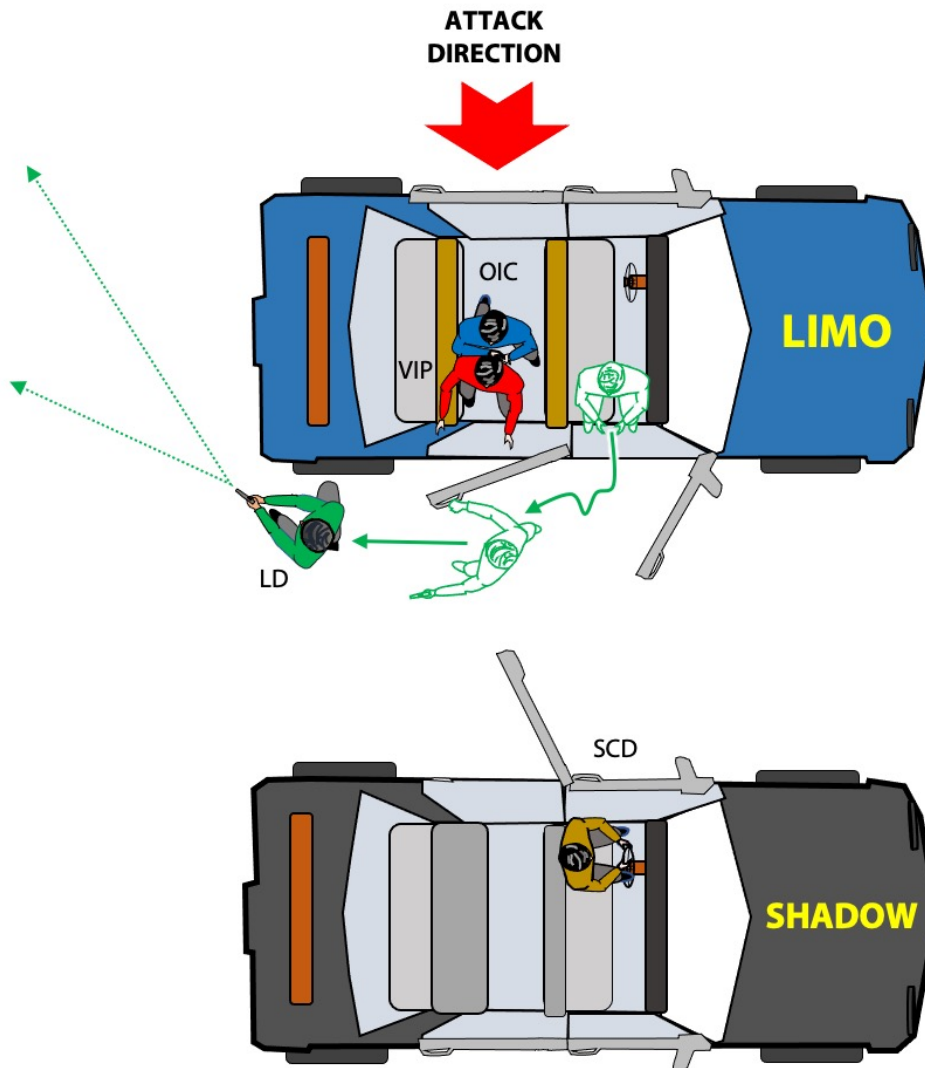
The LD will move directly to the VIP's Limo door and open it.



THREE-PERSON CROSSLOAD: ATTACK LEFT

STEP 5: Limo Driver Provides Cover for VIP's Exit

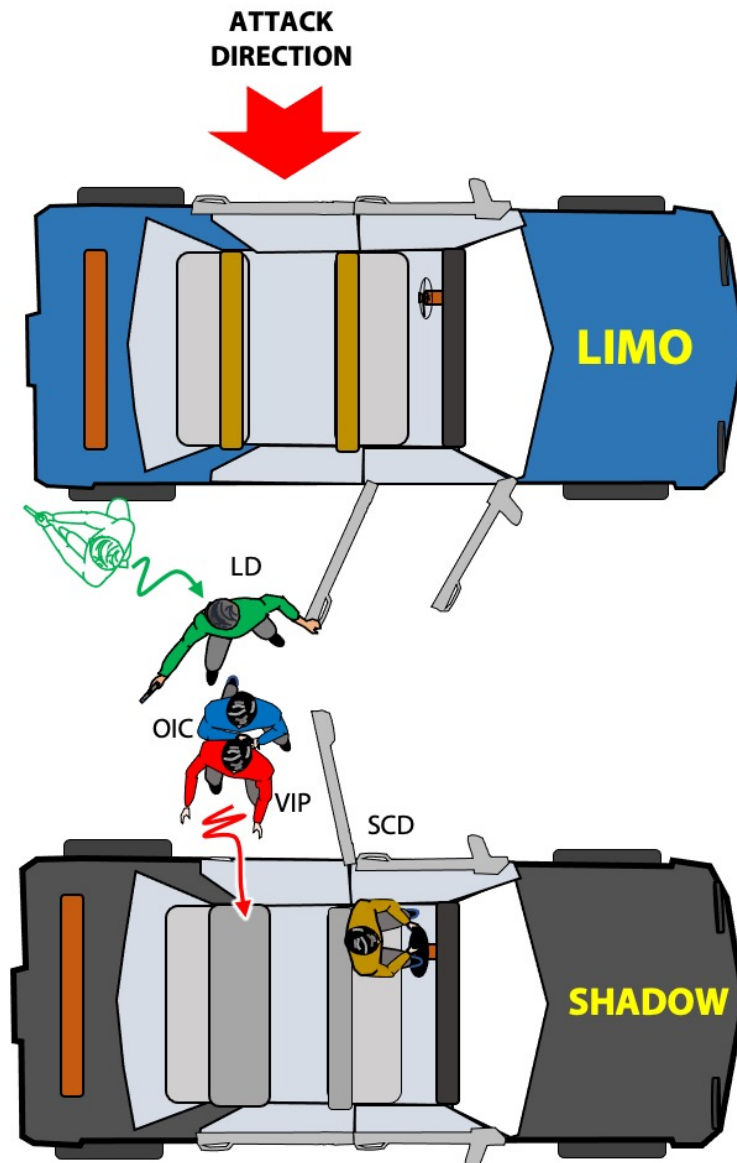
Next, the LD will immediately seek cover behind the rear wheel well but remain ready to help the OIC move the VIP to the Shadow Car if necessary. However, the LD's primary task is to protect the OIC and VIP from any flanking attack.



THREE-PERSON CROSSLOAD: ATTACK LEFT

STEP 6: OIC Guides the VIP into the Shadow Car

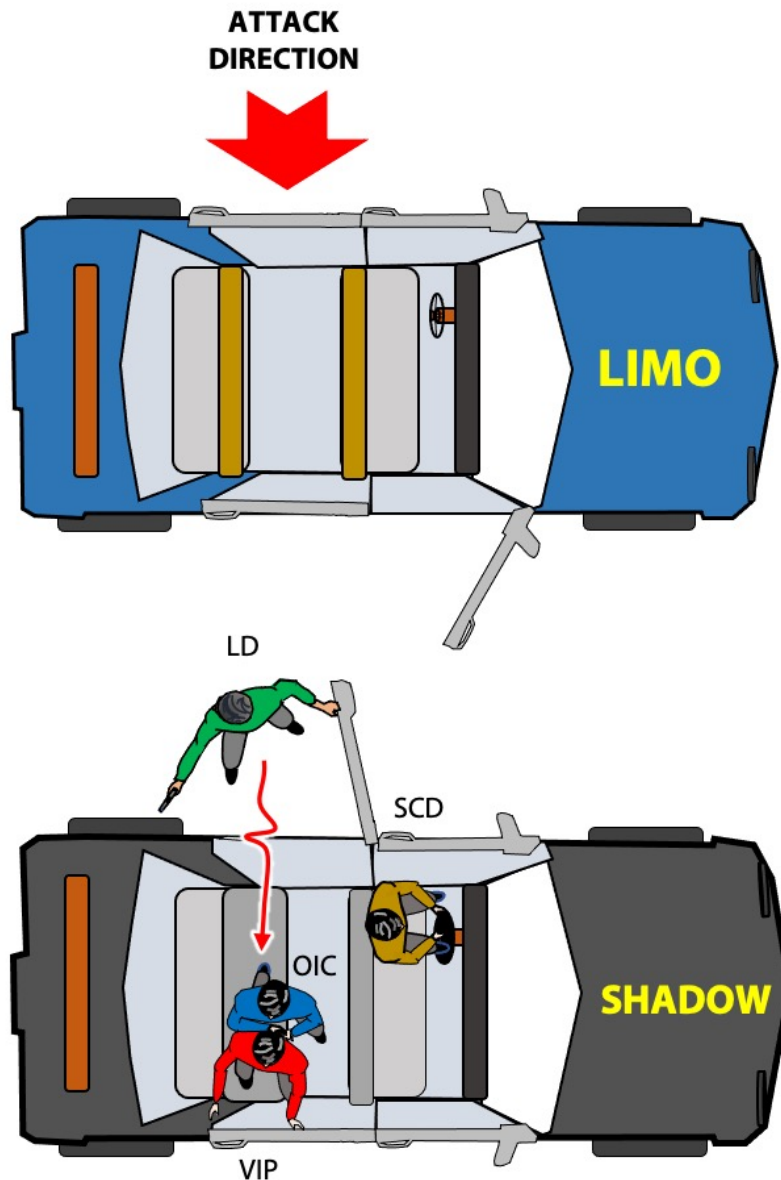
The OIC will move the VIP directly to the Shadow Car and let the Shadow Car Driver know the VIP is inside the car by yelling out "VIP" or "VIP in" at least three times. Upon hearing the signal "VIP in," the SCD will honk the horn repeatedly to alert the LD to withdraw into the Shadow car. The LD will break away from his/her security position and follow the Limo occupants.



THREE-PERSON CROSSLOAD: ATTACK LEFT

STEP 7: Limo Driver Follows OIC into the Shadow Car

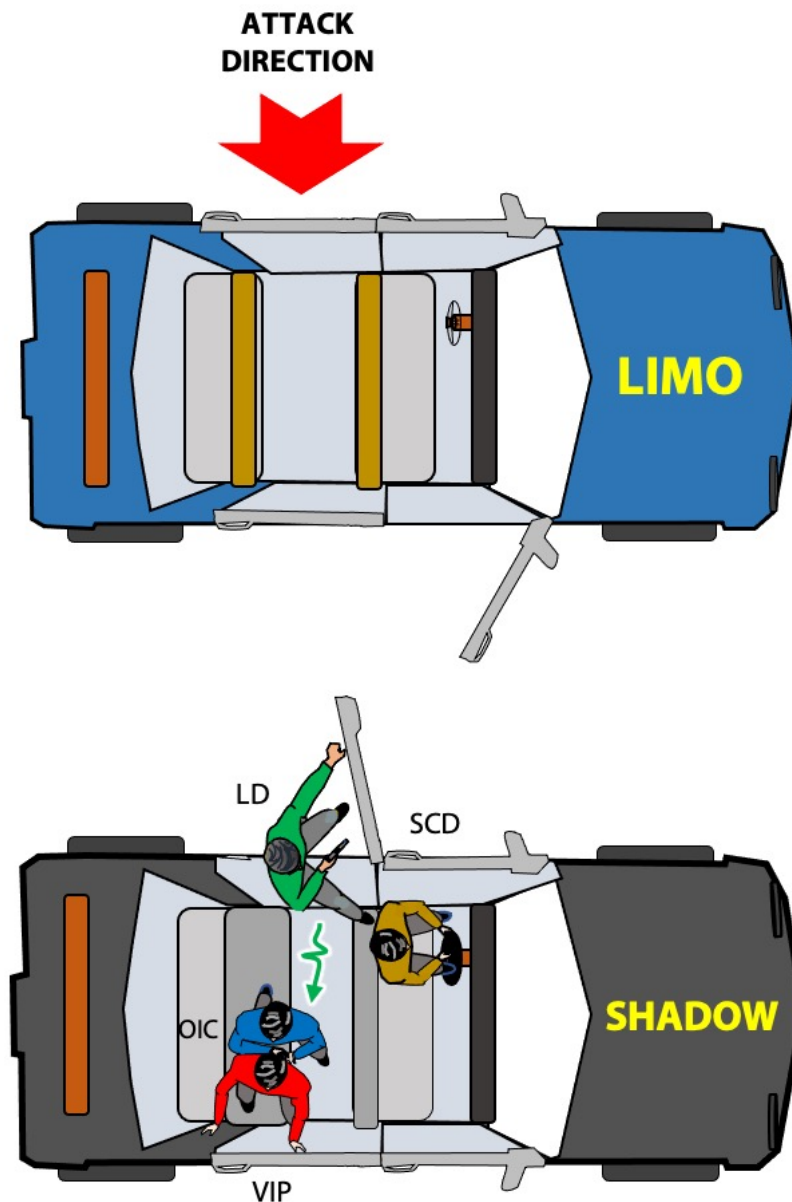
The LD will follow right behind the VIP and OIC while making sure to shut the VIP Limo door along the way. Shutting the door will afford the detail additional protection from direct fire.



THREE-PERSON CROSSLOAD: ATTACK LEFT

STEP 8: Limo Driver Signals the Shadow Car to Move Out

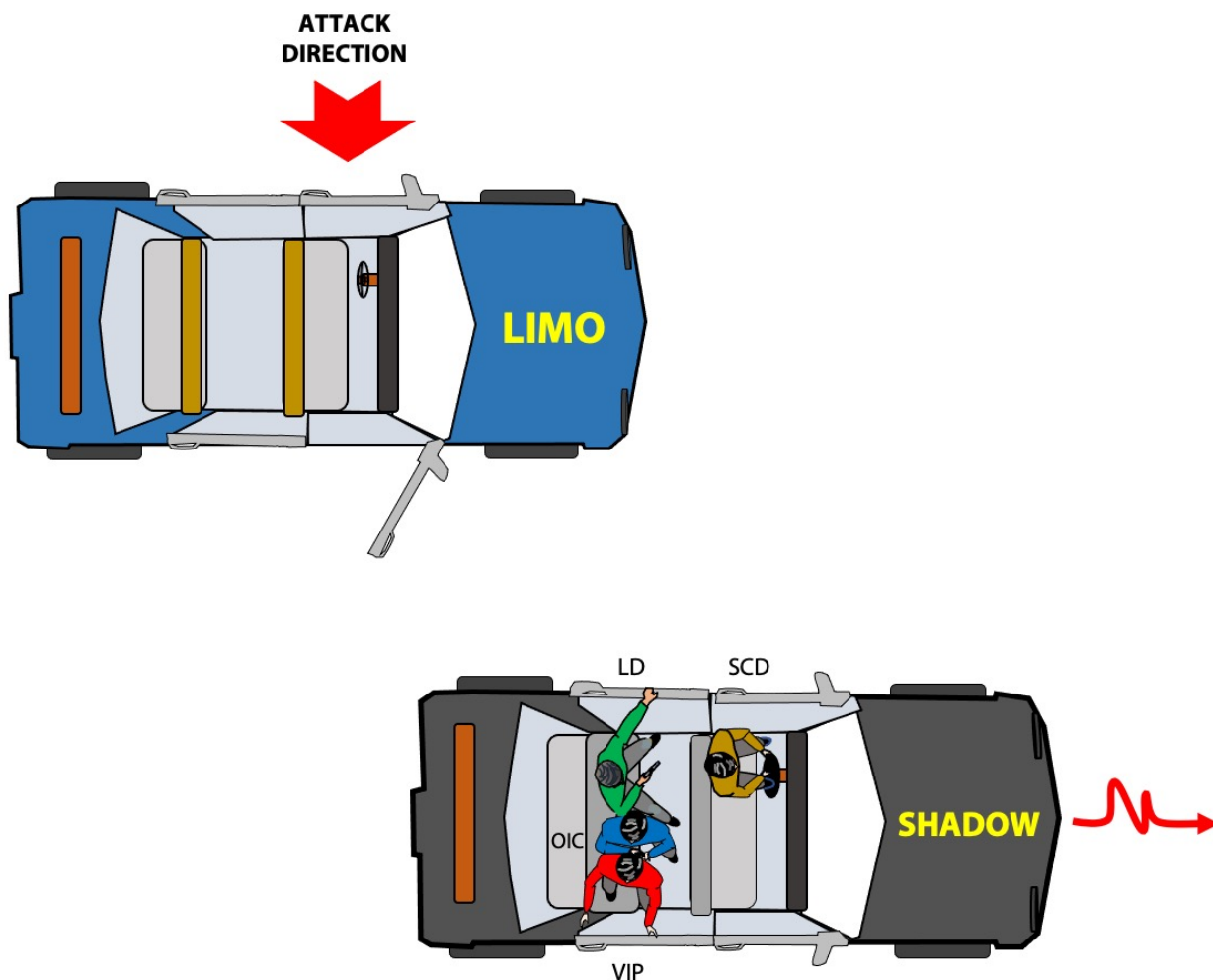
The LD will give the Shadow Car the signal to move out of the ambush zone by yelling “drive” at least three times.



THREE-PERSON CROSSLOAD: ATTACK LEFT

STEP 9: Shadow Car Moves Out of the Ambush Zone

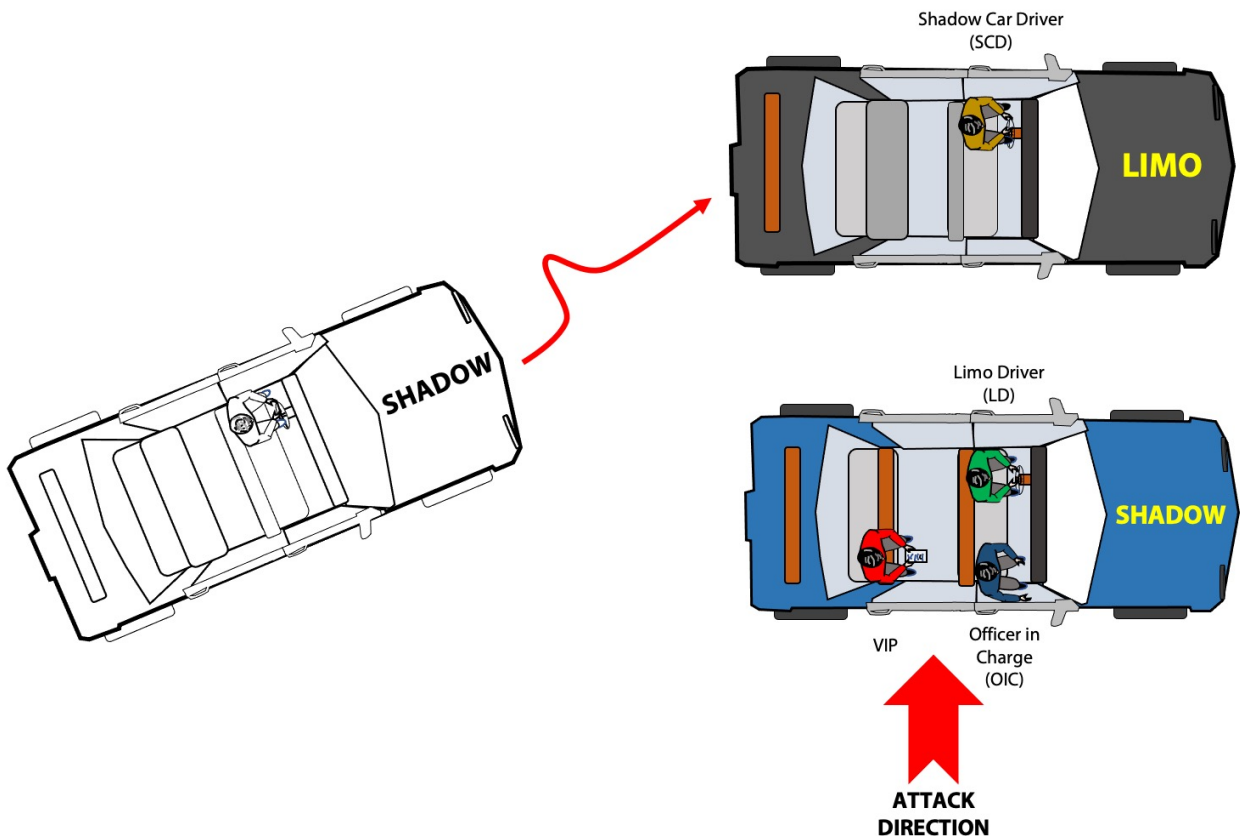
The LD will ensure the door is completely shut and remain in the rear seat but must be ready to take over the driver's responsibilities if necessary. The Shadow Car Driver will drive the car out of the ambush immediately and remain alert for any follow-on ambush in the immediate area. The LD will assist the OIC further and protect the VIP by providing additional body cover inside the Shadow Car. However, the OIC and LD must ensure not to crush or suffocate the VIP while doing so.



THREE-PERSON CROSSLOAD: ATTACK RIGHT

STEP 1: Shadow Car Pulls Along Side Limo

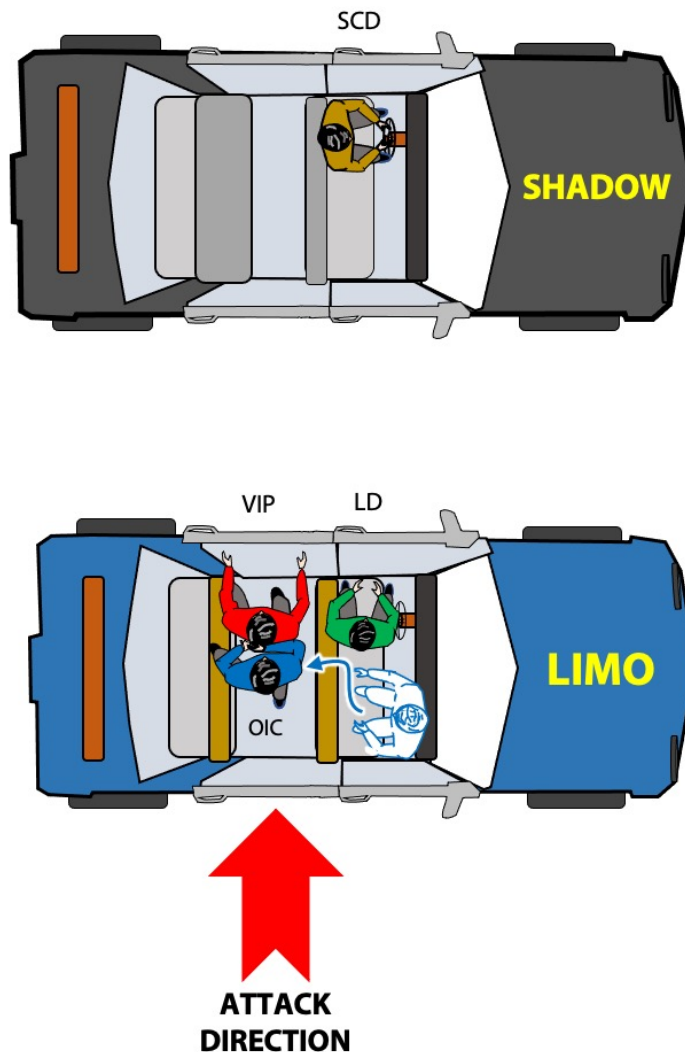
When the Limo gets hit and becomes immobile, the OIC will quickly alert the Shadow Car Driver (SCD). If the Shadow Car is still operational, the SCD will give the command “cross-load left” at least three times after determining the hostile fire is coming from the right. The SCD will issue the preparatory command of “stand-by” at least 3 times while maneuvering the Shadow Car into position.



THREE-PERSON CROSSLOAD: ATTACK RIGHT

STEP 2: OIC Moves to the Back Seat with VIP

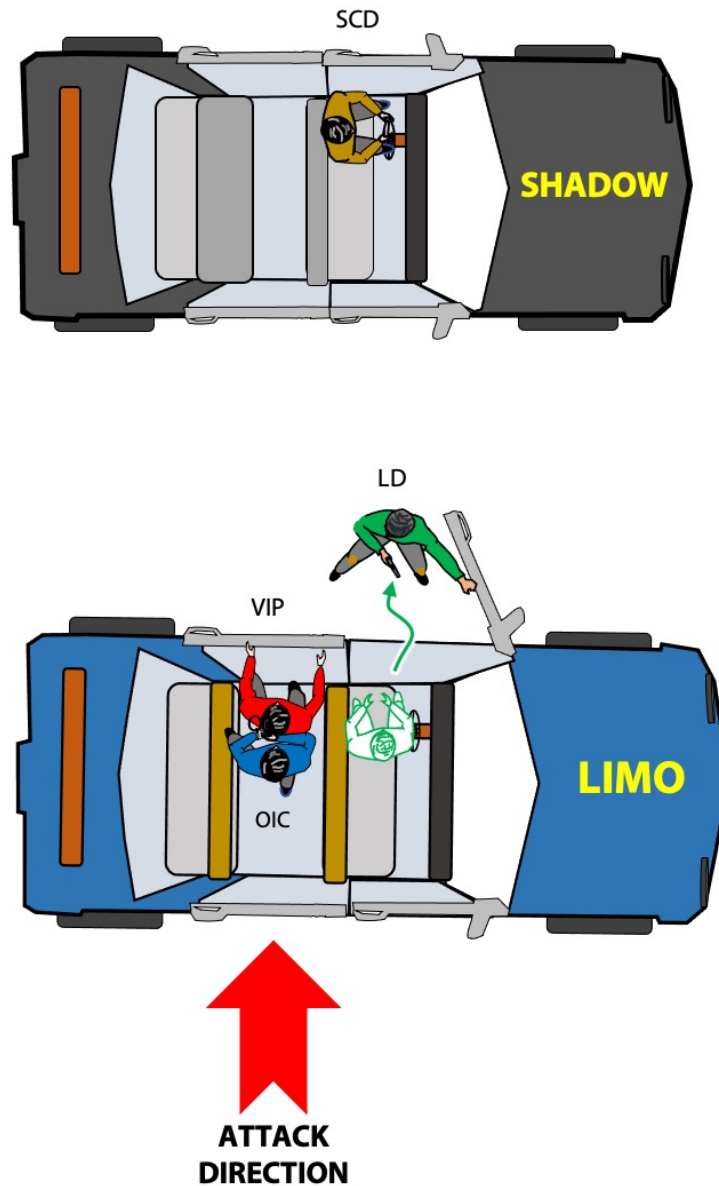
The Shadow Car will come to a full stop while ensuring there is enough space between the cars for both cars' doors to be opened without colliding. The SCD will make sure the Shadow Car doors are unlocked as soon as the Shadow Car comes to a complete stop and if possible, the SCD will reach over and crack the rear door open. Right after, the SCD will give the evacuation signal of "deploy" or "execute" at least three times to the Limo occupants. However, if the SCD cannot open the Shadow Car door, the LD will have to exit the Limo, open the VIP's door and Shadow Car door consecutively.



THREE-PERSON CROSSLOAD: ATTACK RIGHT

STEP 3: Limo Driver Exits the Limo

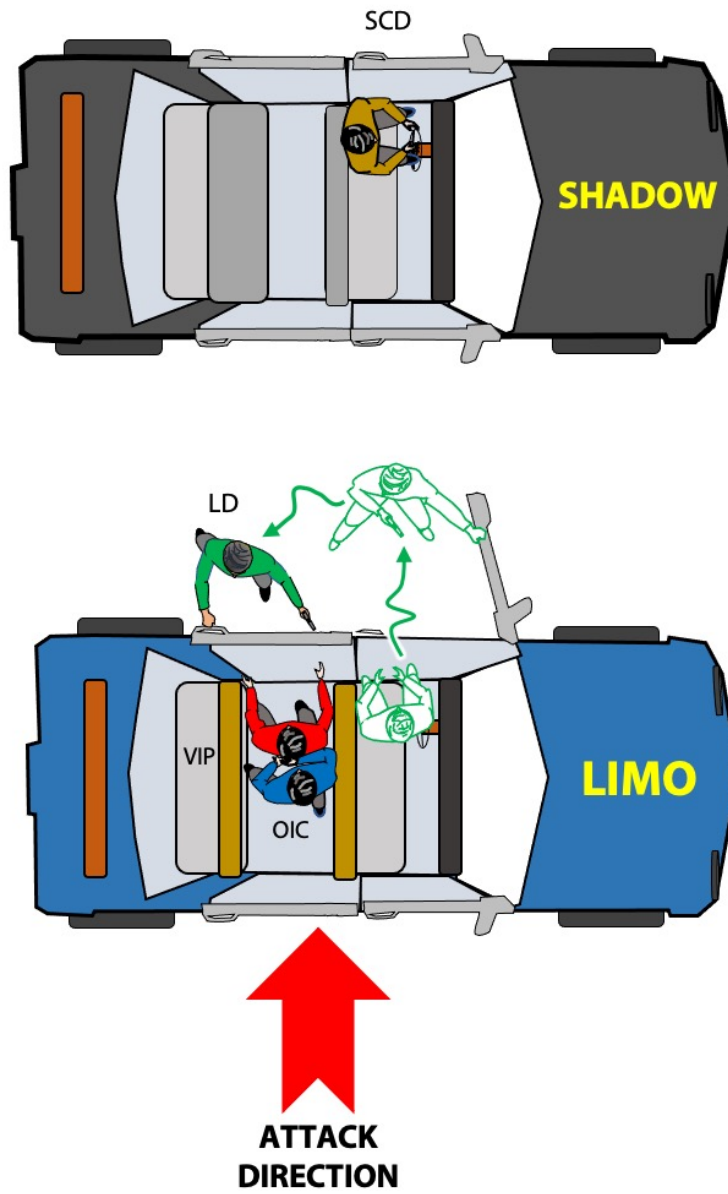
When ready, the LD will get out of the Limo quickly and leave the Limo door open. This will provide some degree of screening and concealment during the evacuation process.



THREE-PERSON CROSSLOAD: ATTACK RIGHT

STEP 4: Limo Driver Opens the VIP's Door

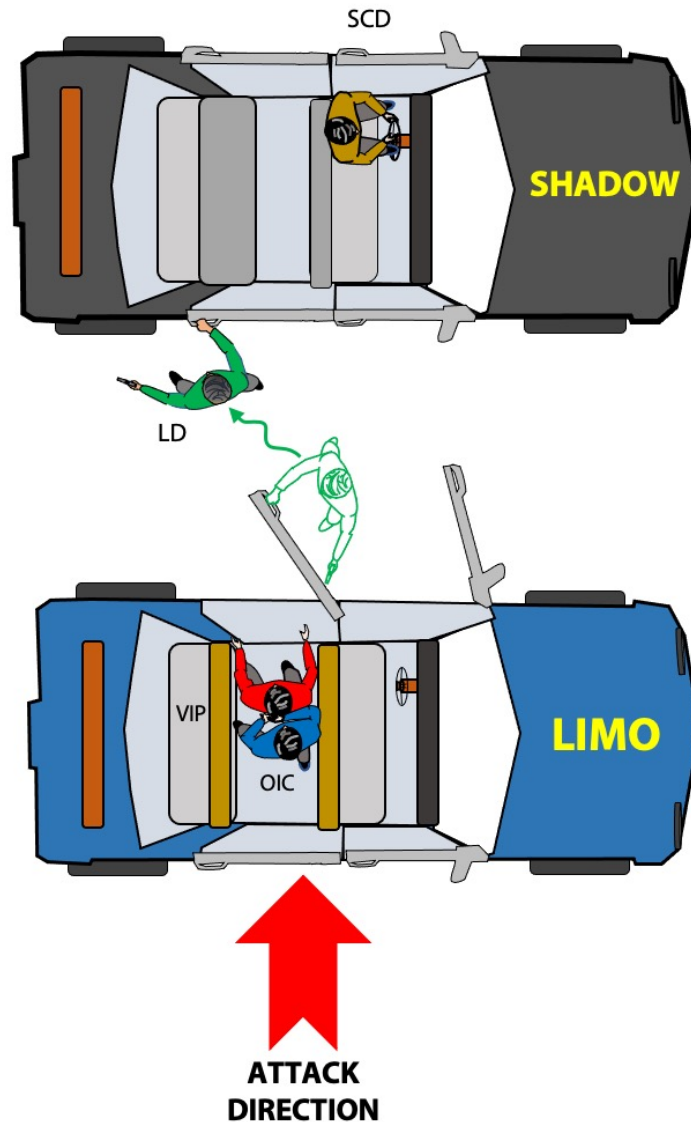
The LD will move directly to the VIP's Limo door and open it.



THREE-PERSON CROSSLOAD: ATTACK RIGHT

STEP 5: Limo Driver Opens the Shadow Car Door

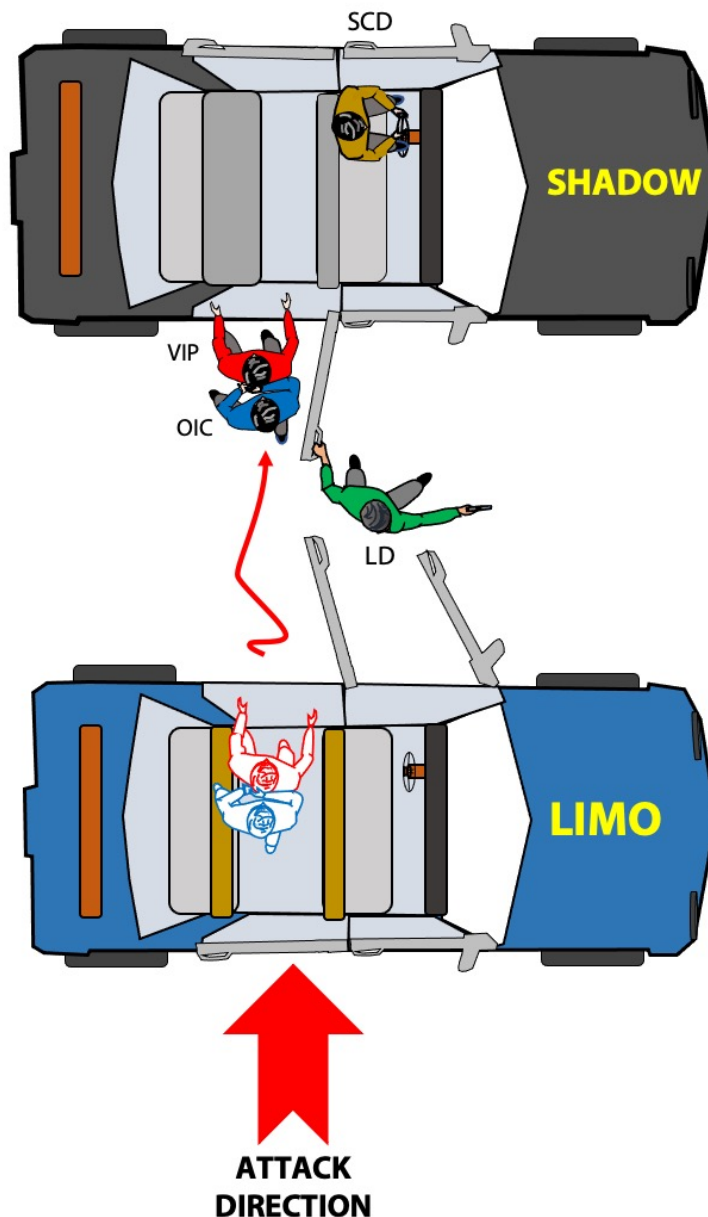
Because it is harder for the SCD to reach back and open the right rear door, the LD will probably have to move to the Shadow Car door and open it. The LD will then remain ready to provide cover against a flanking attack or assist the OIC with the VIP if necessary.



THREE-PERSON CROSSLOAD: ATTACK RIGHT

STEP 6: OIC Guides the VIP into the Shadow Car

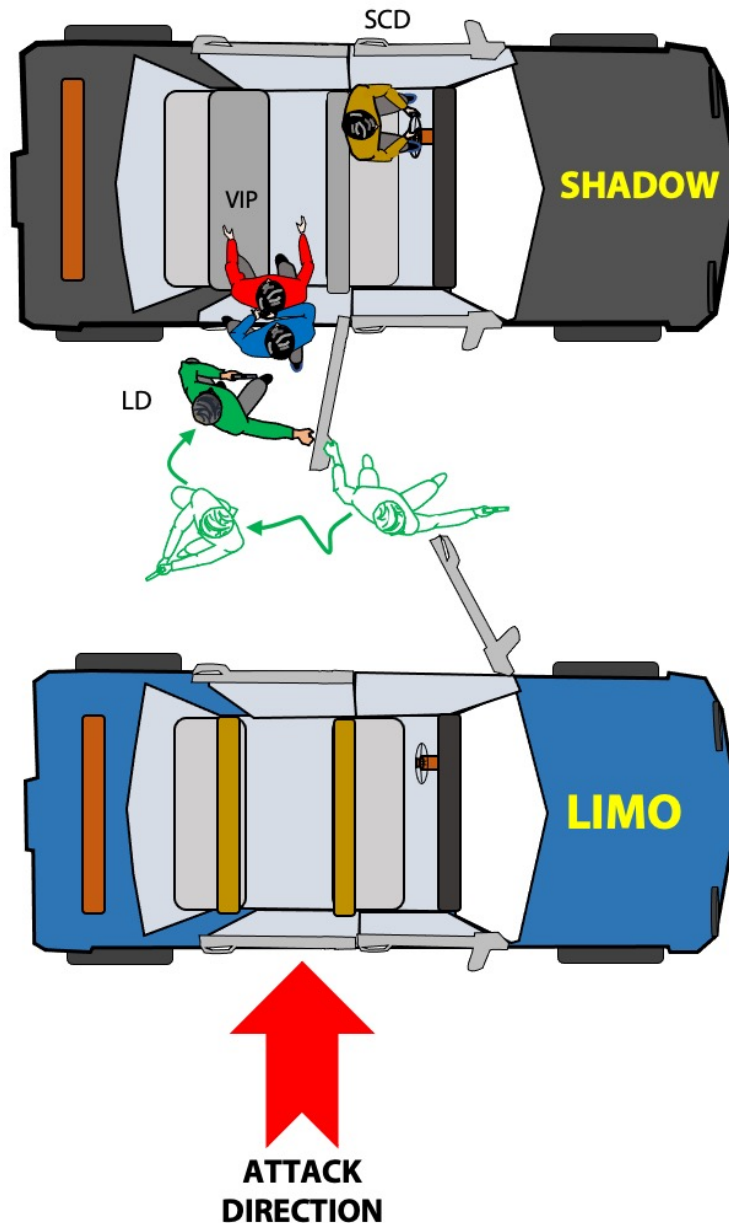
The OIC will move the VIP directly to the Shadow Car and let the Shadow Car Driver know the VIP is inside the car by yelling out “VIP” or “VIP in” at least three times. Upon hearing the signal “VIP in,” the SCD will honk the horn repeatedly to alert the LD to withdraw into the Shadow Car. The LD will break away from his/her security position and follow the Limo occupants.



THREE-PERSON CROSSLOAD: ATTACK RIGHT

STEP 7: Limo Driver Follows OIC into the Shadow Car

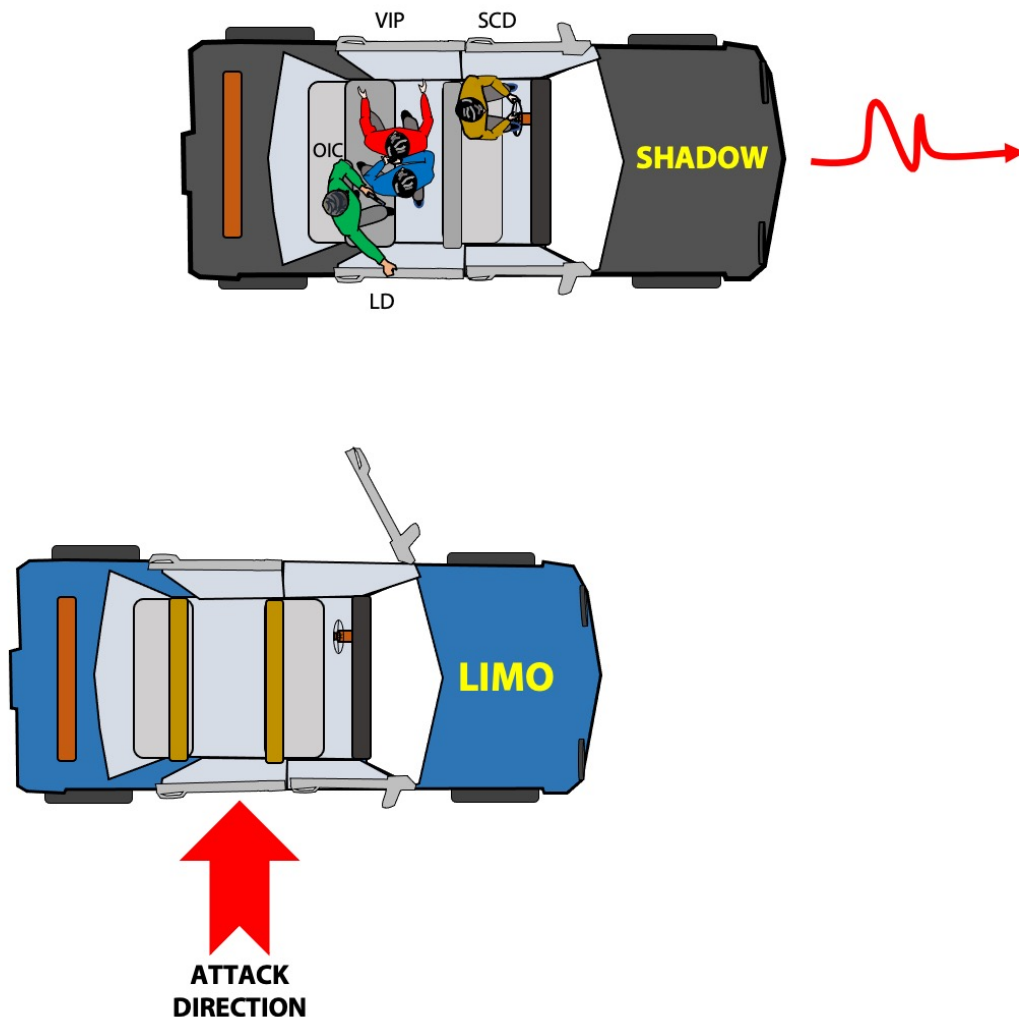
The LD will follow right behind the VIP and OIC while making sure to shut the VIP Limo door along the way. Shutting the door will afford the detail additional protection from direct fire.



THREE-PERSON CROSSLOAD: ATTACK RIGHT

STEP 8: Shadow Car Moves Out of the Ambush Zone

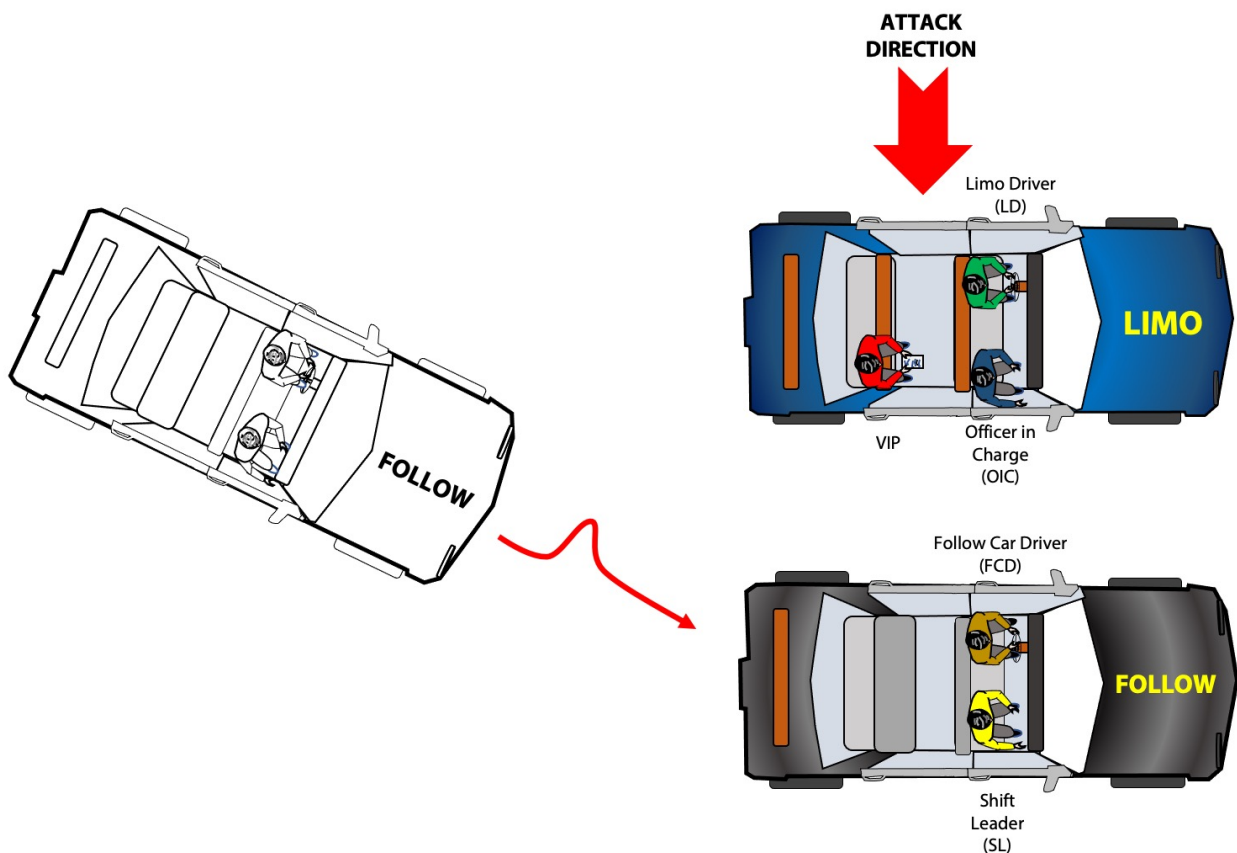
The LD will give the Shadow Car the signal to move out of the ambush zone by yelling “drive” at least three times. The LD will ensure the door is completely shut and remain in the rear seat but must be ready to take over the driver’s responsibilities if necessary. The Shadow Car Driver will drive the car out of the ambush immediately and remain alert for any follow-on ambush in the immediate area. The LD will assist the OIC further and protect the VIP by providing additional body cover inside the Shadow Car. However, the OIC and LD must ensure not to crush or suffocate the VIP while doing so.



FOUR-PERSON CROSSLOAD: ATTACK LEFT

STEP 1: Follow Car Pulls Along Side Limo

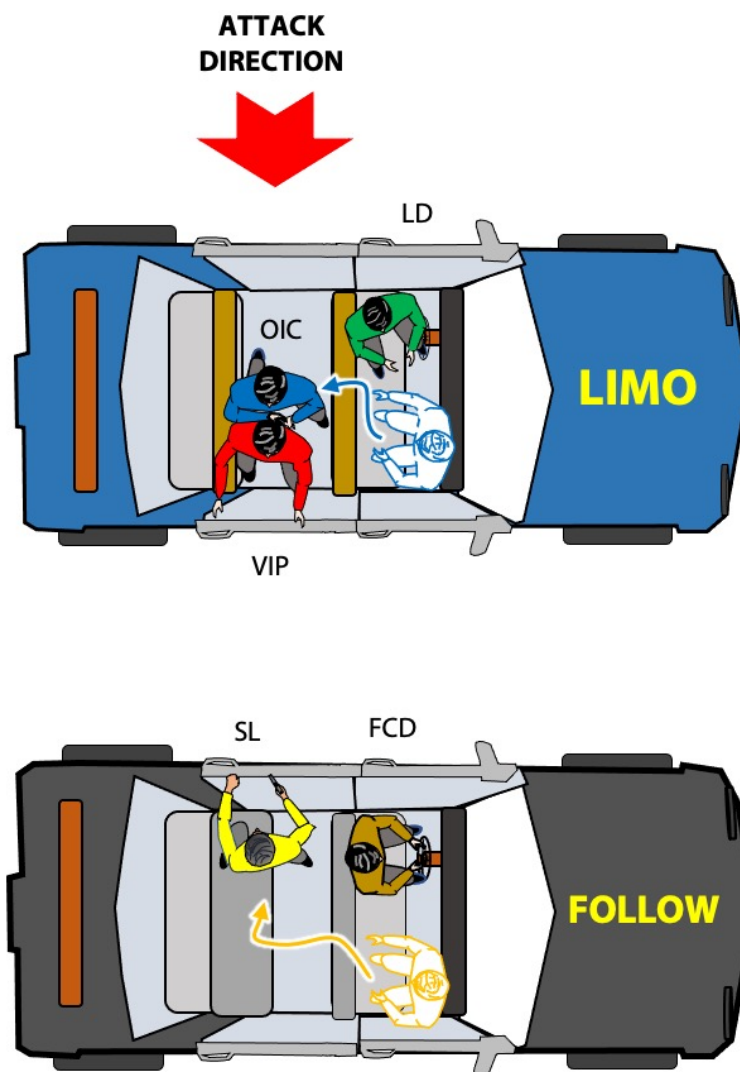
When the Limo gets hit and becomes immobile, the OIC will quickly alert the Shift Leader (SL) and Follow Car Driver (FCD). If the Follow Car is still operational, the SL will give the command “cross-load right” at least three times after determining the hostile fire is coming from the left. The SL will issue the preparatory command of “stand-by” at least 3 times while the FCD maneuvers the Follow Car into position.



FOUR-PERSON CROSSLOAD: ATTACK LEFT

STEP 2: OIC and Shift Leader Climb into Back Seats

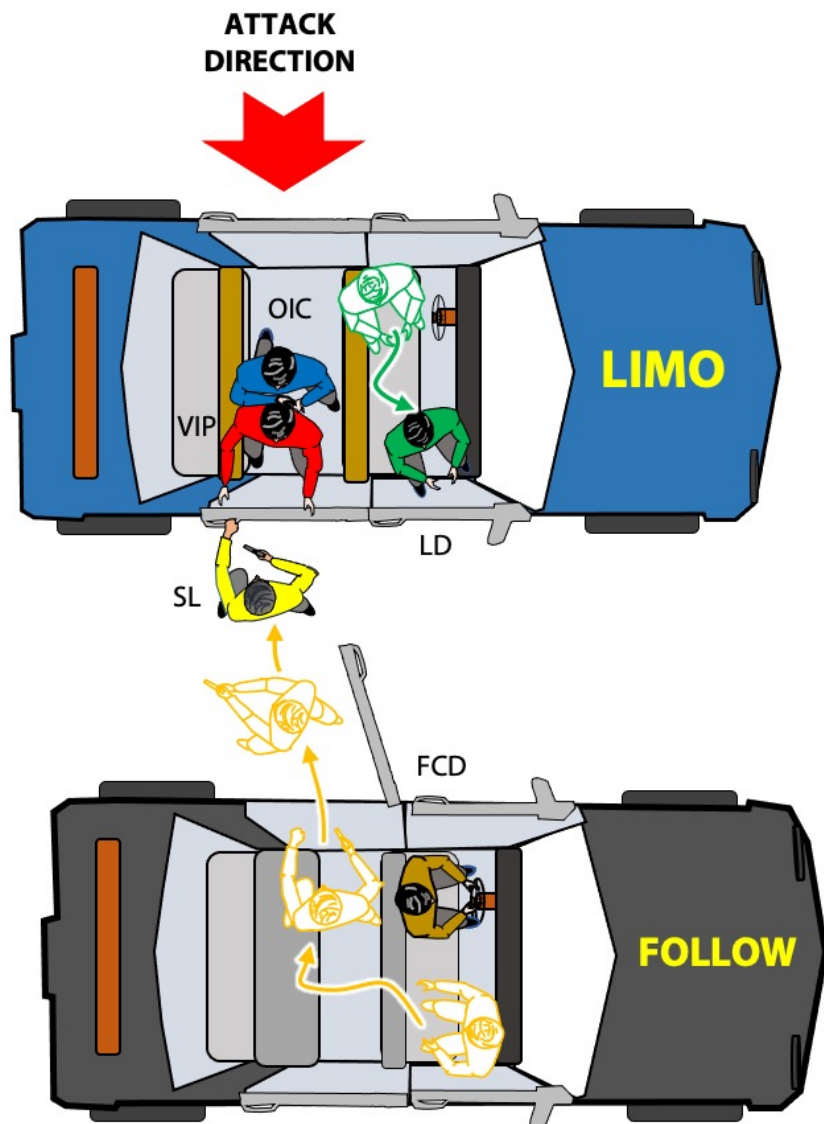
The Follow Car will come to a full stop while ensuring there is enough space between the cars for both cars' doors to be opened without colliding. The SL will climb into the back seat and stand by for the deploy signal while the OIC also climbs into the back seat with the VIP. When the Follow Car stops, the FCD will yell out "deploy" or "execute" at least three times for the SL to exit the Follow Car. If the SL cannot climb over the front seat, the next option is to exit and quickly get back in the Follow car through rear right passenger door.



FOUR-PERSON CROSSLOAD: ATTACK LEFT

STEP 3: Shift Leader Moves to the VIP's Door

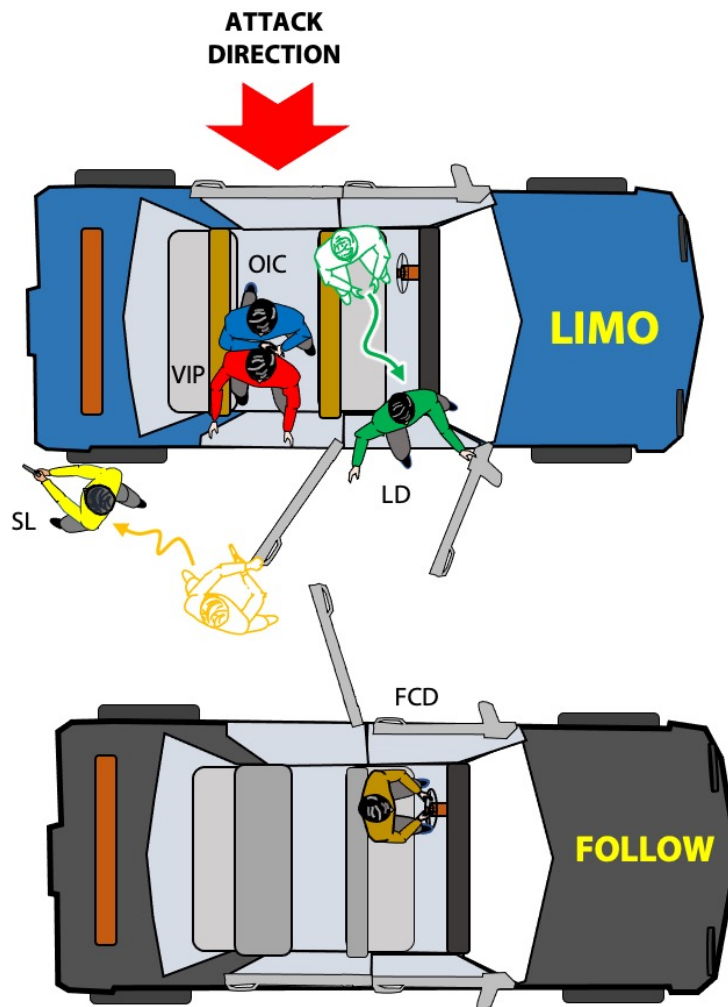
The SL will exit the Follow car and move directly to the Limo VIP door. It is important for the SL to keep the Follow door open and clear the flanks (right and left) quickly while moving toward the Limo door. It is also very important for the SL to wait for the Follow car to come to a complete stop before exiting the car.



FOUR-PERSON CROSSLOAD: ATTACK LEFT

STEP 4: Shift Leader Opens the VIP's Door

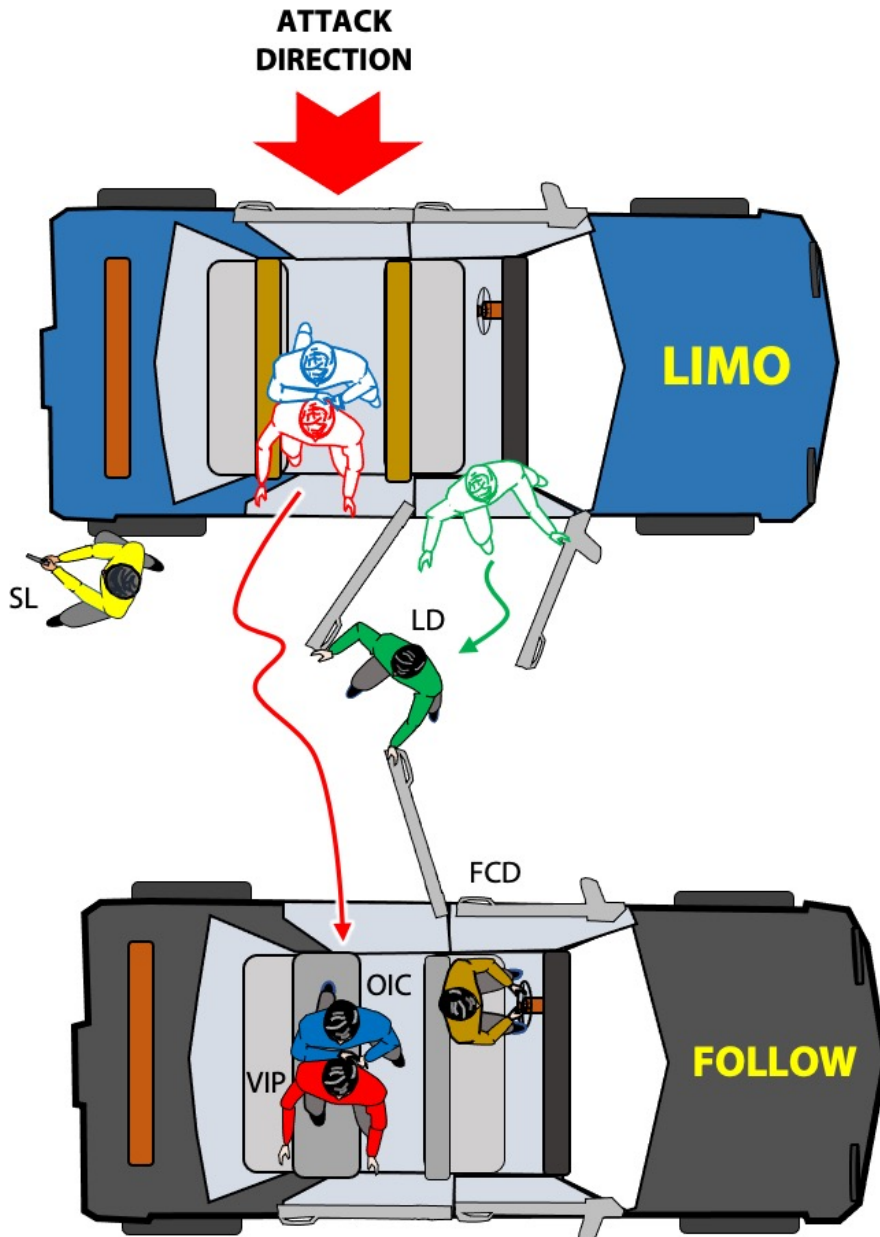
The SL will open the VIP's door quickly and take a security position that will provide the best protection for the VIP and OIC as they exit the Limo. The SL will close the Limo door behind the VIP and OIC as they exit the Limo. The Limo Driver, if able to do so, will open and exit the Limo the instant the SL cracks the VIP's door. Once the door is opened, the LD will move straight to the Follow Car's rear driver-side door. The Limo Driver will not open the Limo's front right passenger door before the VIP's door is opened. Leaving the door closed as long as possible will help protect against ricochets. The SL may have to open the Limo driver's door as part of an SOP to better control the action of the driver.



FOUR-PERSON CROSSLOAD: ATTACK LEFT

STEP 5: OIC Guides the VIP into the Follow Car

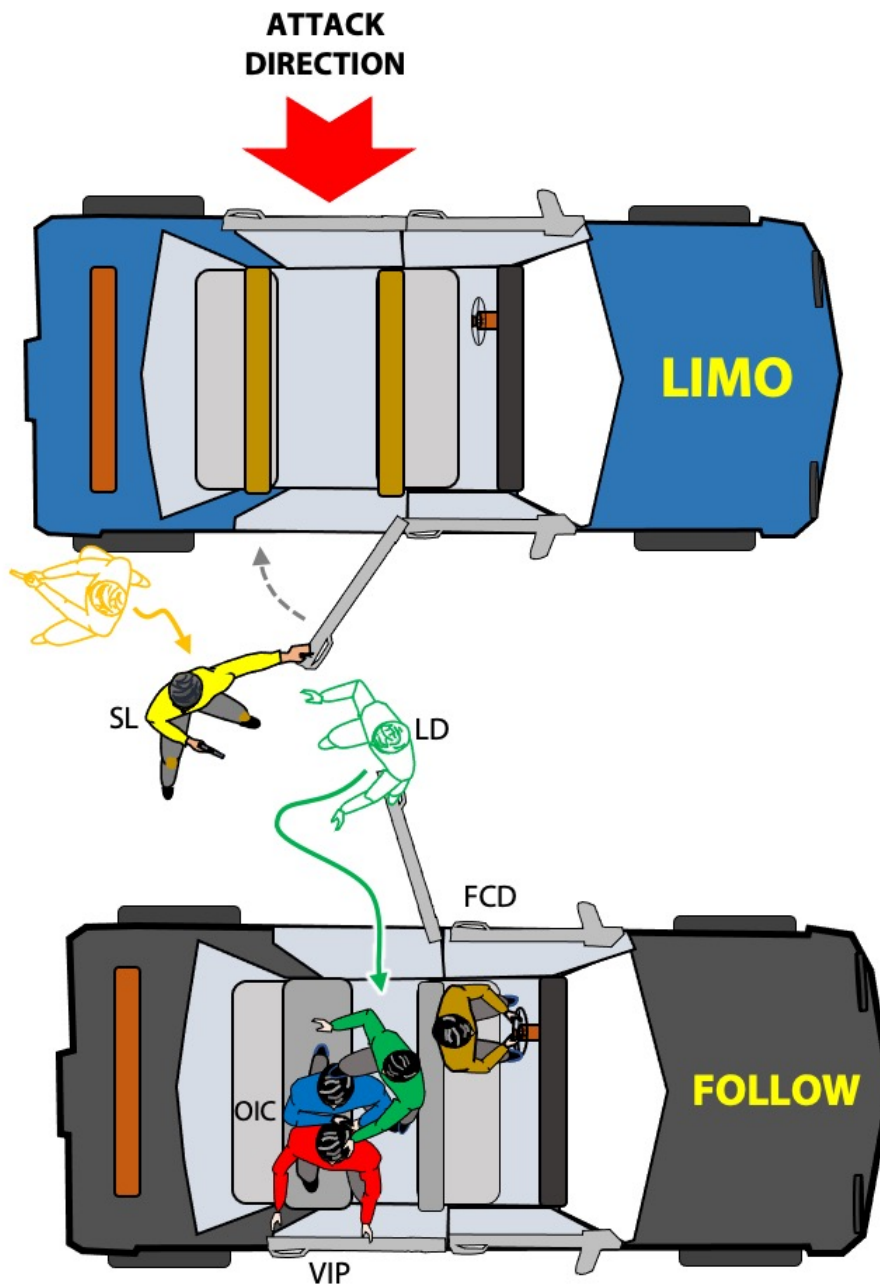
Once inside the Follow car, the OIC will yell "VIP" or "VIP in" at least three times. Upon hearing the signal "VIP in," the FCD will honk the horn repeatedly to alert the SL to withdraw into the Follow Car.



FOUR-PERSON CROSSLOAD: ATTACK LEFT

STEP 6: Shift Leader Follows the VIP and Shuts the Door

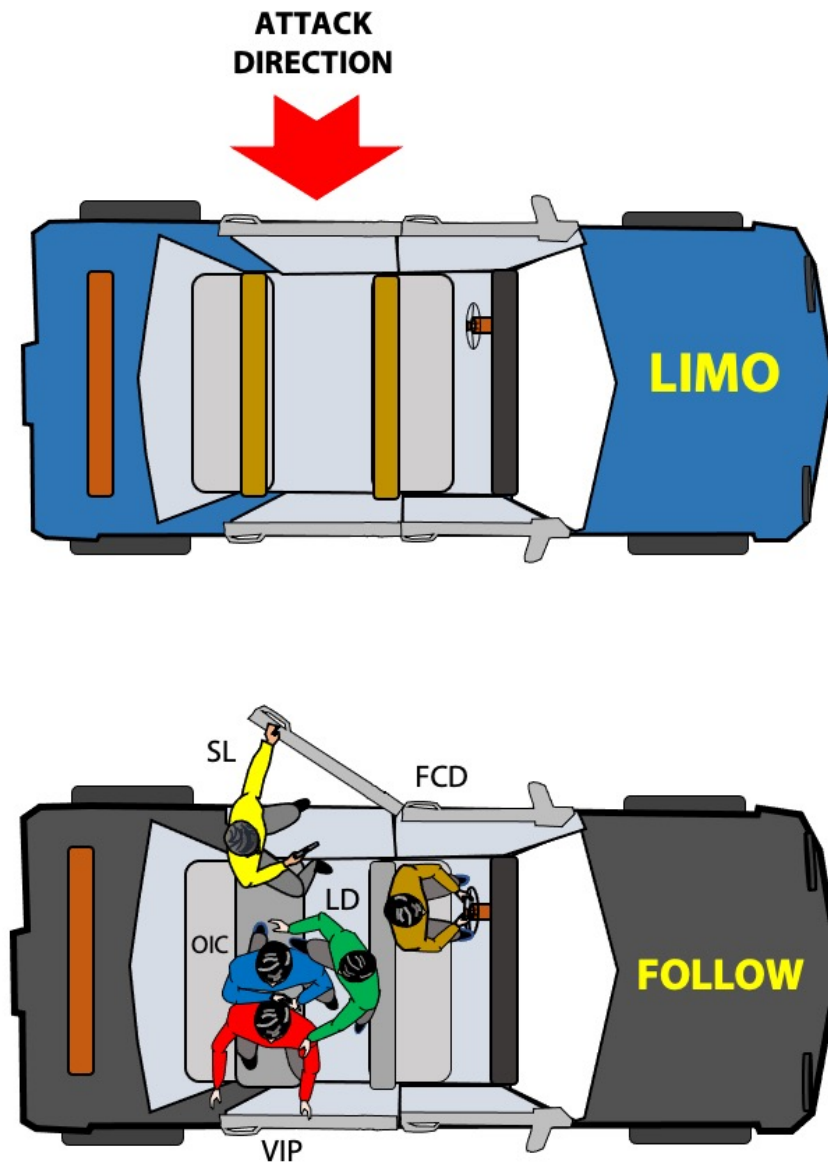
The SL will follow the VIP, OIC, and LD and shut the Limo VIP's door along the way. Shutting the door will afford the detail additional protection from direct fire.



FOUR-PERSON CROSSLOAD: ATTACK LEFT

STEP 7: Shift Leader Enters the Follow Car

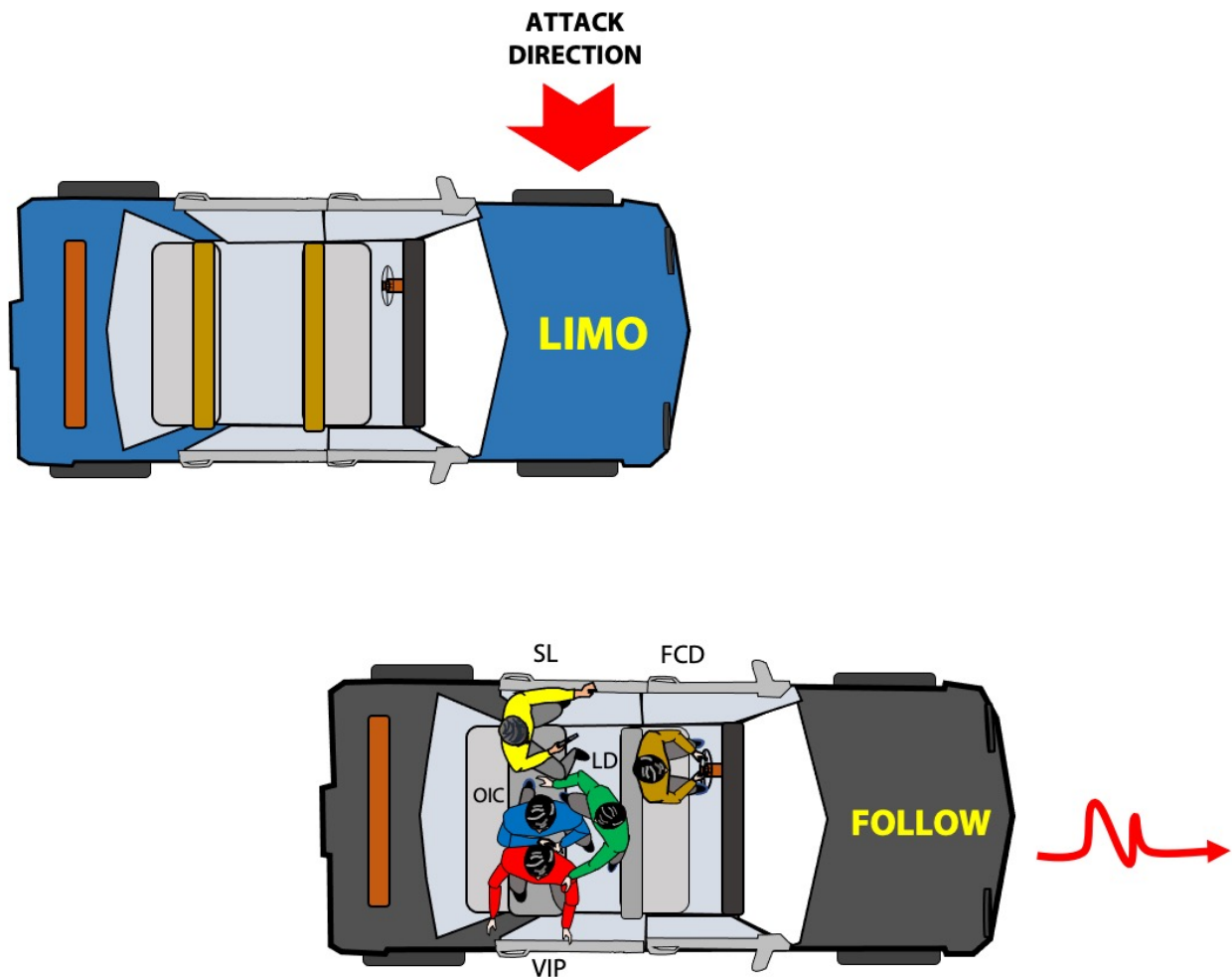
The SL will shut the Follow Car door completely. The SL will yell out “drive” at least three times to signal the FCD to move out of the ambush area.



FOUR-PERSON CROSSLOAD: ATTACK LEFT

STEP 8: Follow Car Moves Out of the Ambush Zone

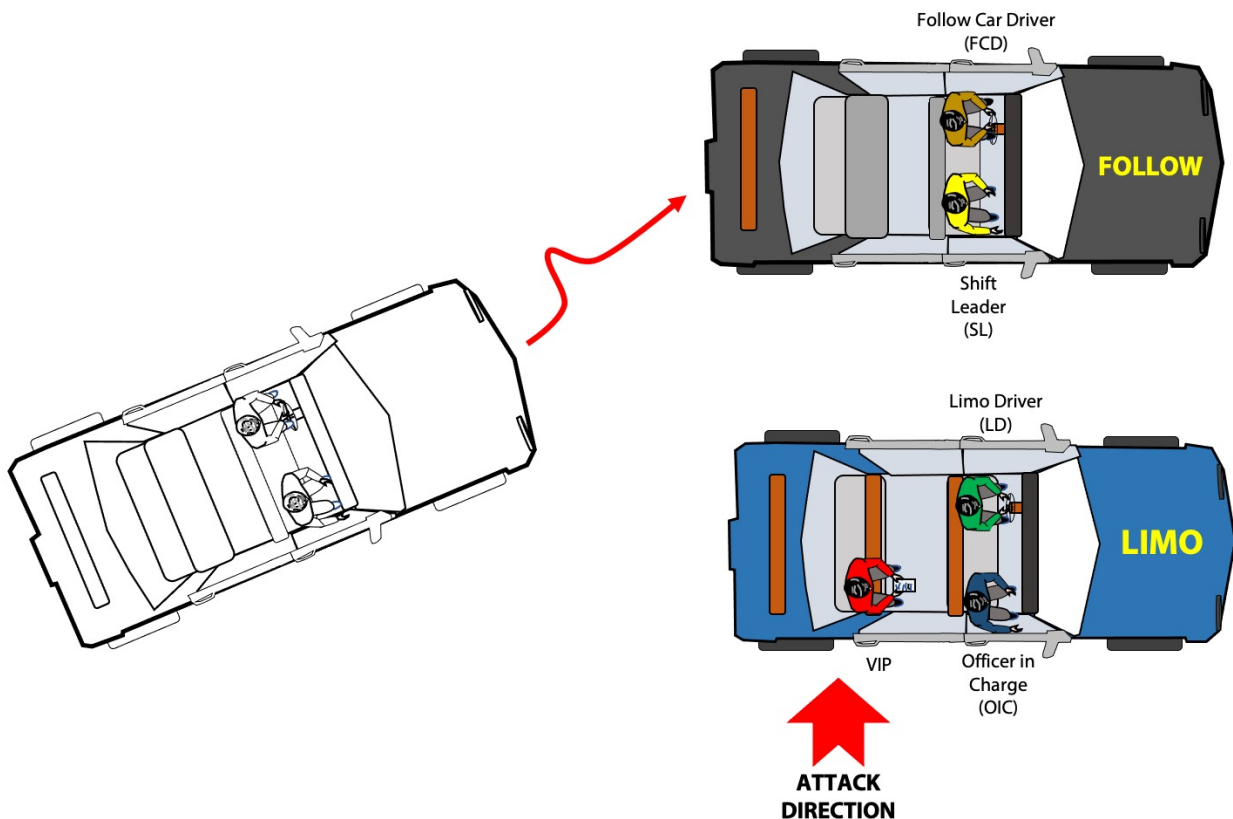
The SL will ensure the door is completely shut and remain in the rear seat. The Follow Car Driver will drive the car out of the ambush immediately and remain alert for any follow-on ambush in the immediate area. The SL and LD will assist the OIC further and protect the VIP by providing additional body cover inside the Follow Car. However, they must ensure not to crush or suffocate the VIP while doing so.



FOUR PERSON CROSSLOAD: ATTACK RIGHT

STEP 1: Follow Car Pulls Along Side Limo

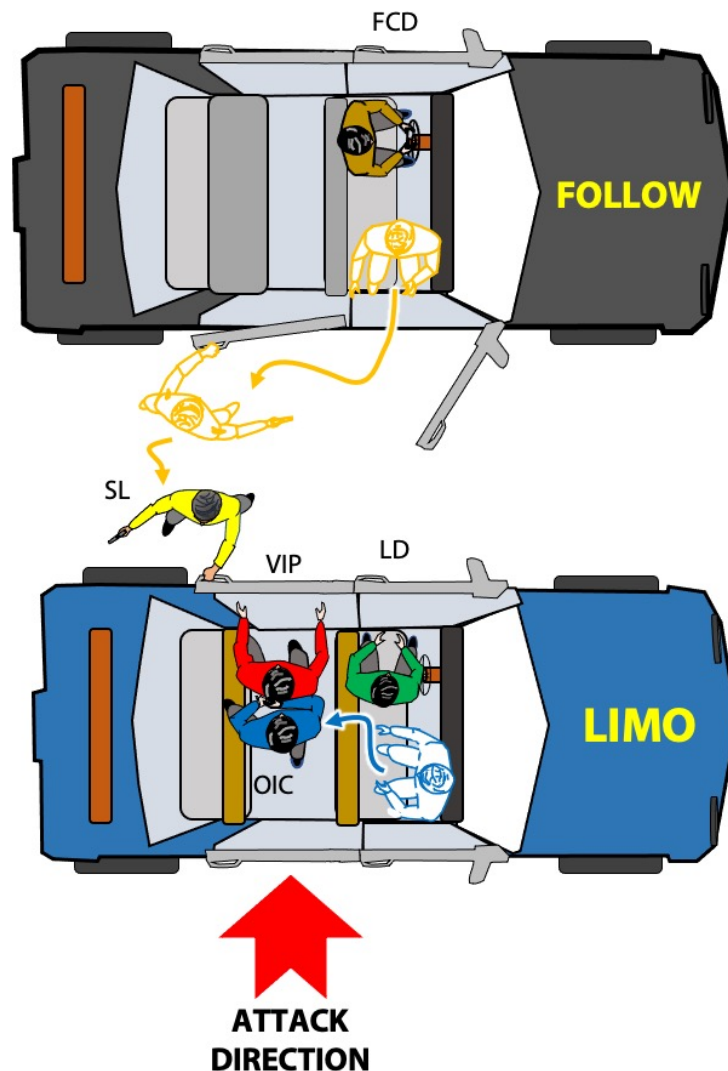
When the Limo gets hit and becomes immobile, the OIC will quickly alert the Shift Leader (SL) and Follow Car Driver (FCD). If the Follow Car is still operational, the SL will give the command "cross-load left" at least three times after determining the hostile fire is coming from the right. The SL will issue the preparatory command of "stand-by" at least 3 times while the FCD maneuvers the Follow Car into position.



FOUR-PERSON CROSSLOAD: ATTACK RIGHT

STEP 2: Shift Leader Dismounts and Moves to VIP's Door

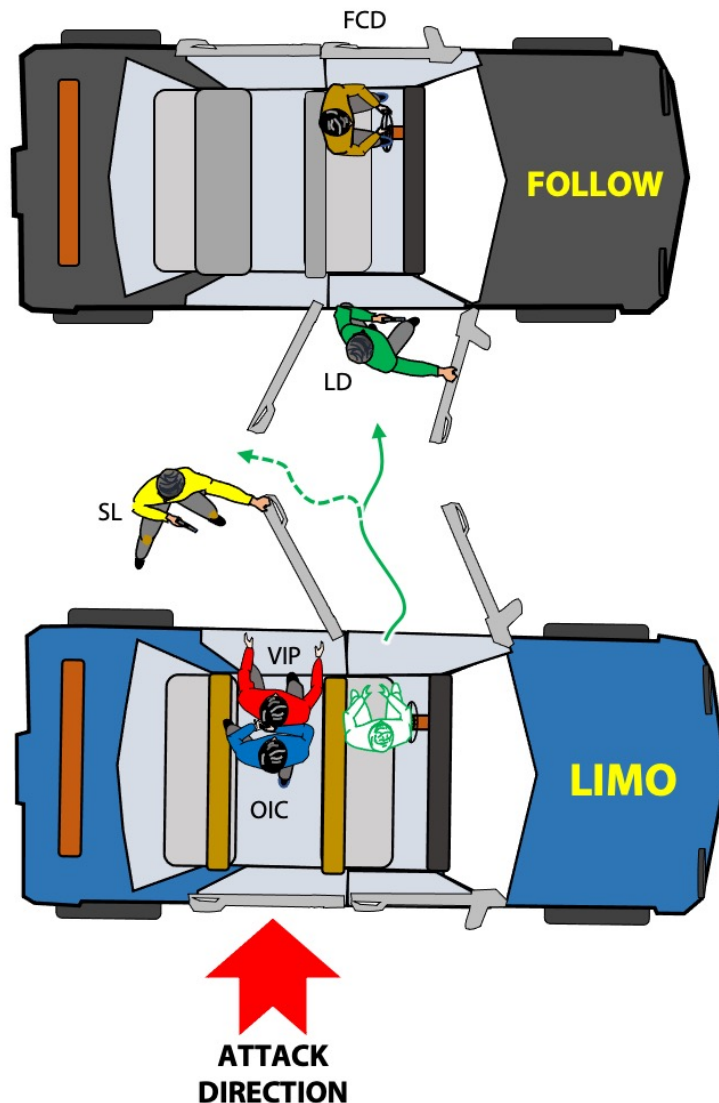
The Follow Car will come to a full stop while ensuring there is enough space between the cars for both cars' doors to be opened without jamming. The OIC will climb into the back seat with the VIP. When the Follow Car stops, the FCD will yell out "deploy" or "execute" at least three times for the SL to exit the Follow Car. The SL will exit the Follow car, open the Follow Car's right rear passenger door, and move directly to the Limo VIP door. It is optimal for the SL to clear the flanks (right and left) quickly while moving toward the Limo door. It is also very important for the SL to wait for the Follow car to come to a complete stop before exiting the car.



FOUR-PERSON CROSSLOAD: ATTACK RIGHT

STEP 3: Shift Leader Opens the VIP's Door

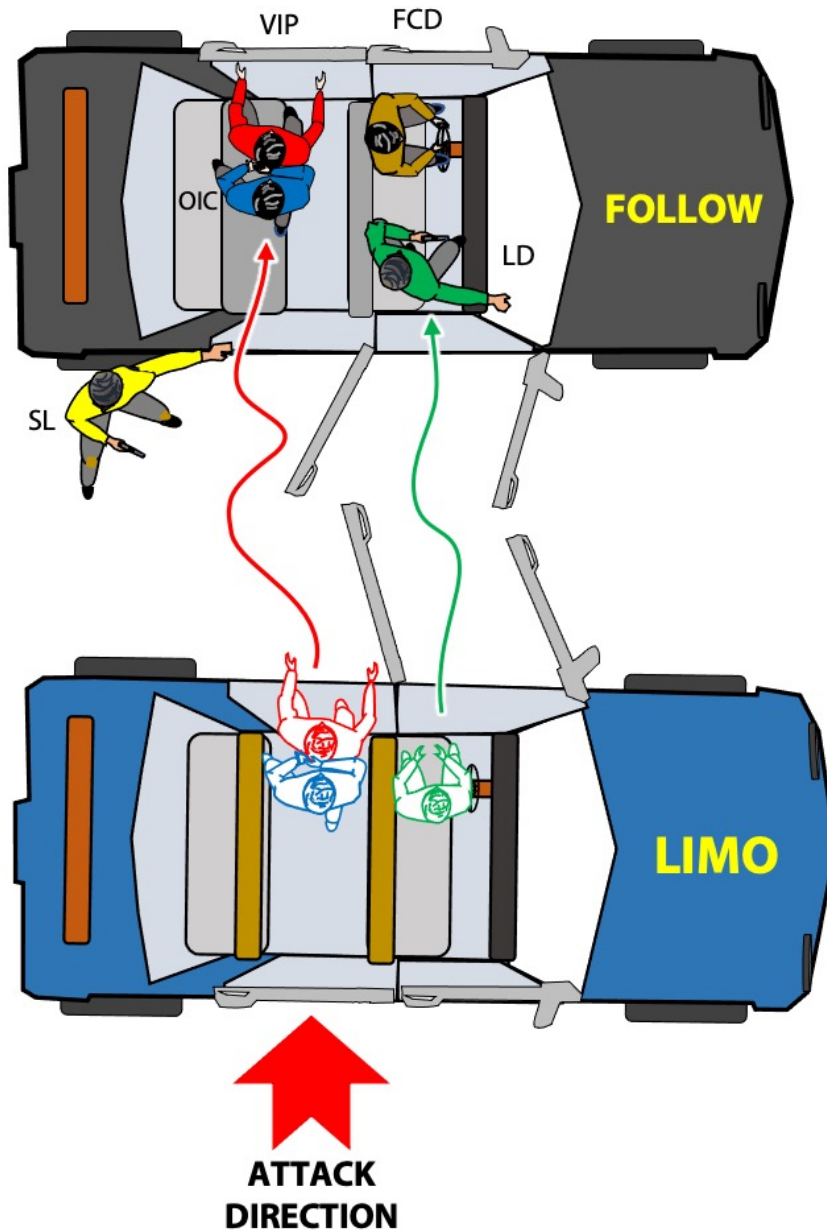
The SL will open the VIP's door quickly and take a security position to best protect the VIP and OIC as they exit the Limo. The SL will close the Limo door behind the VIP and OIC once they exit. The Limo Driver, if able, will open and exit the Limo the instant the SL cracks the VIP's door. Once the door is opened, the LD will either move straight to the Follow Car's front passenger door or follow the OIC and VIP into the Follow Car's rear passenger door. The LD will not open the Limo driver side door before the VIP's door is opened. The SL may have to open the Limo driver's door as part of the SOP to better control the action of the driver.



FOUR-PERSON CROSSLOAD: ATTACK RIGHT

STEP 4: OIC Guides the VIP into the Follow Car

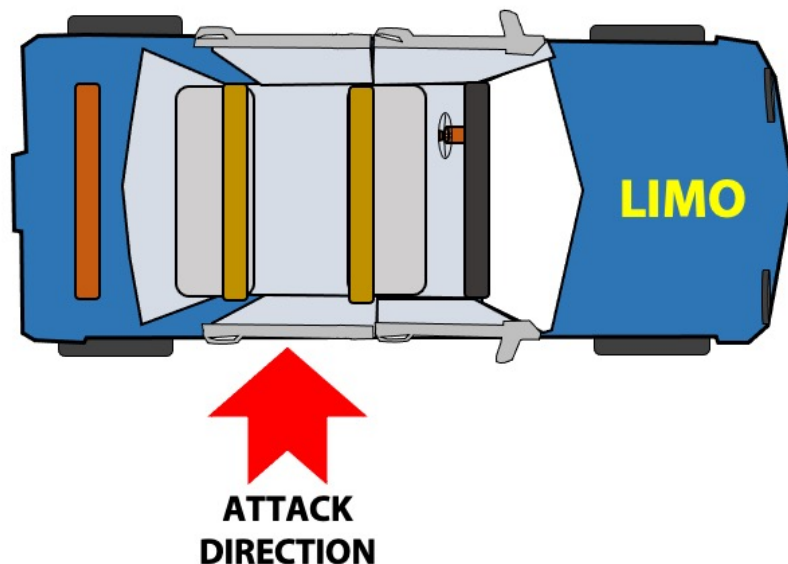
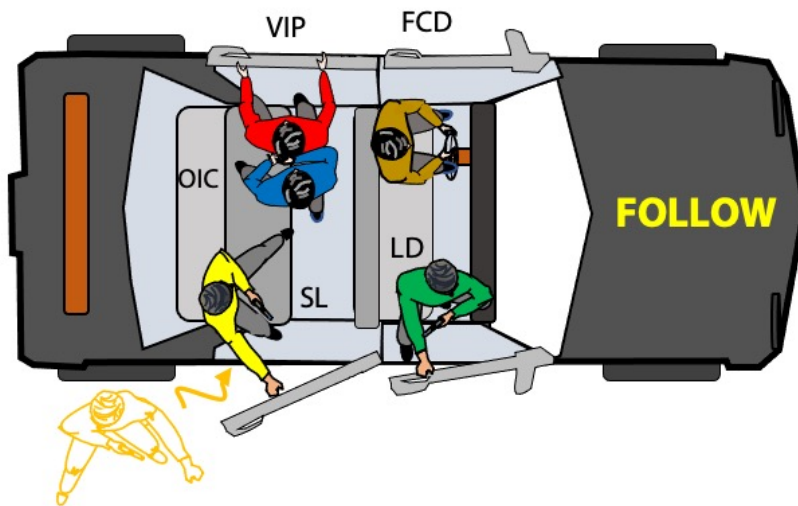
Once inside the Follow car, the OIC will yell "VIP" or "VIP in" at least three times. Upon hearing the signal "VIP in," the FCD will honk the horn repeatedly to alert the SL to withdraw into the Follow Car.



FOUR-PERSON CROSSLOAD: ATTACK RIGHT

STEP 5: Shift Leader Follows the VIP and Shuts the Door

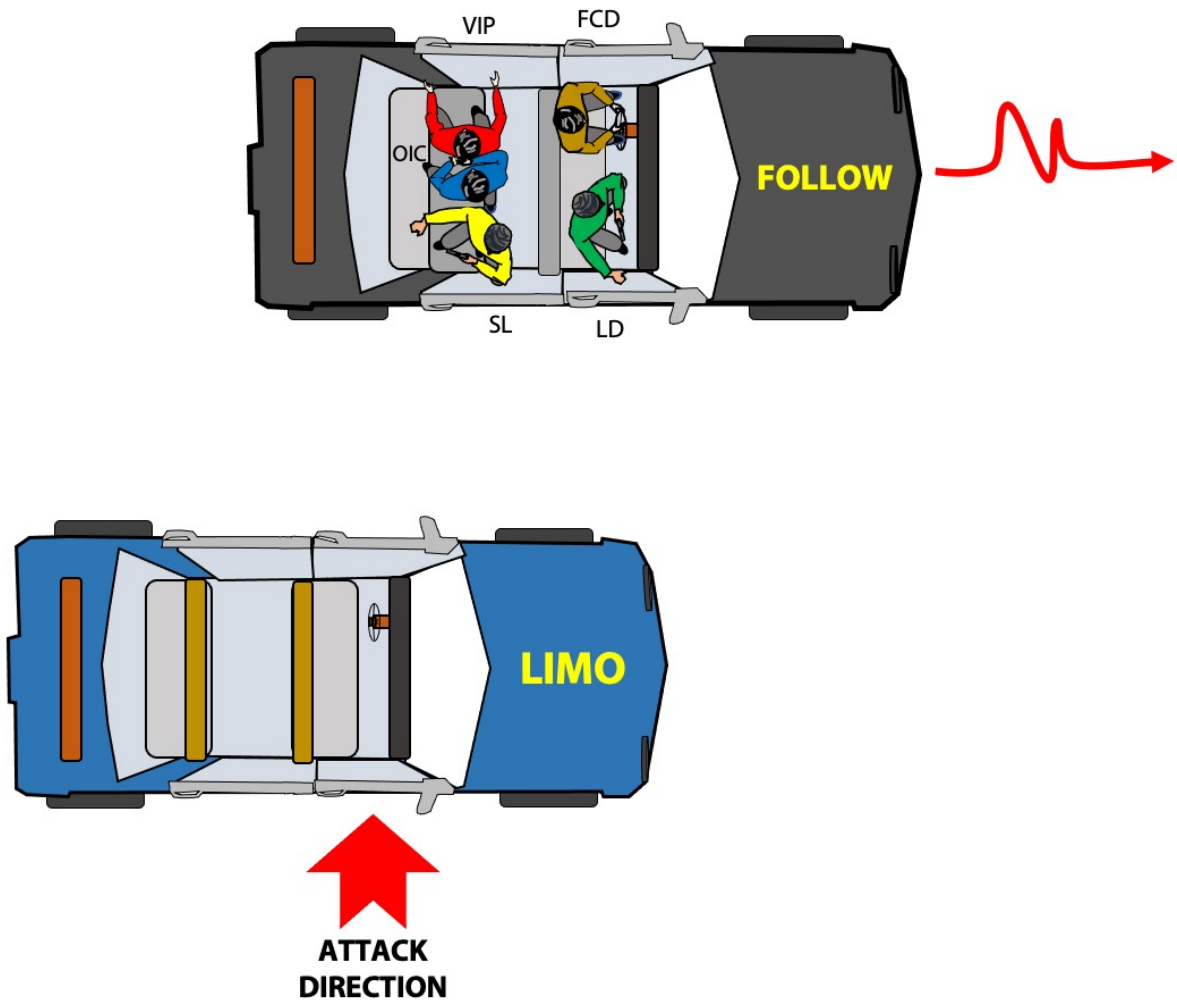
The SL will follow the VIP and OIC into the Follow car rear passenger-side door and secure the door quickly. The SL must ensure the Follow door is completely shut. The SL will yell out “drive” at least three times for the FCD to move out of the ambush immediately.



FOUR-PERSON CROSSLOAD: ATTACK RIGHT

STEP 6: Follow Car Moves Out of the Ambush Zone

The SL will ensure the door is completely shut and remain in the rear seat. The Follow Car Driver will drive the car out of the ambush immediately and remain alert for any follow-on ambush in the immediate area. The SL and LD will assist the OIC further and protect the VIP by providing additional body cover inside the Follow Car. However, they must ensure not to crush or suffocate the VIP while doing so.





ATTACK RESPONSE

Vehicle Evacuation

Once again, if the limo/motorcade come under attack, the detail generally has four options to be executed in the following order of priority: drive through, push out, crossload and evac/bailout. Generally, the best option is to drive through or push out of the ambush zone since by continuing to drive “off the X” and get out of the area of prepared ambush, you can create distance and it will be difficult for the adversaries to follow you or continue their attack. If the detail still has at least one functional vehicle, the next best option is to conduct a crossload.

However, there are some situations where the only option is to conduct an evac or bailout from the vehicle. This is the most dangerous option and is therefore generally the last resort. If all vehicles in the motorcade become immobile, the detail will have to evac. Alternately, maybe the vehicles are functional but the terrain or bumper-to-bumper traffic makes moving forward impossible. Regardless of the specific situation, if you decide to evac it is most likely because you have no other option.

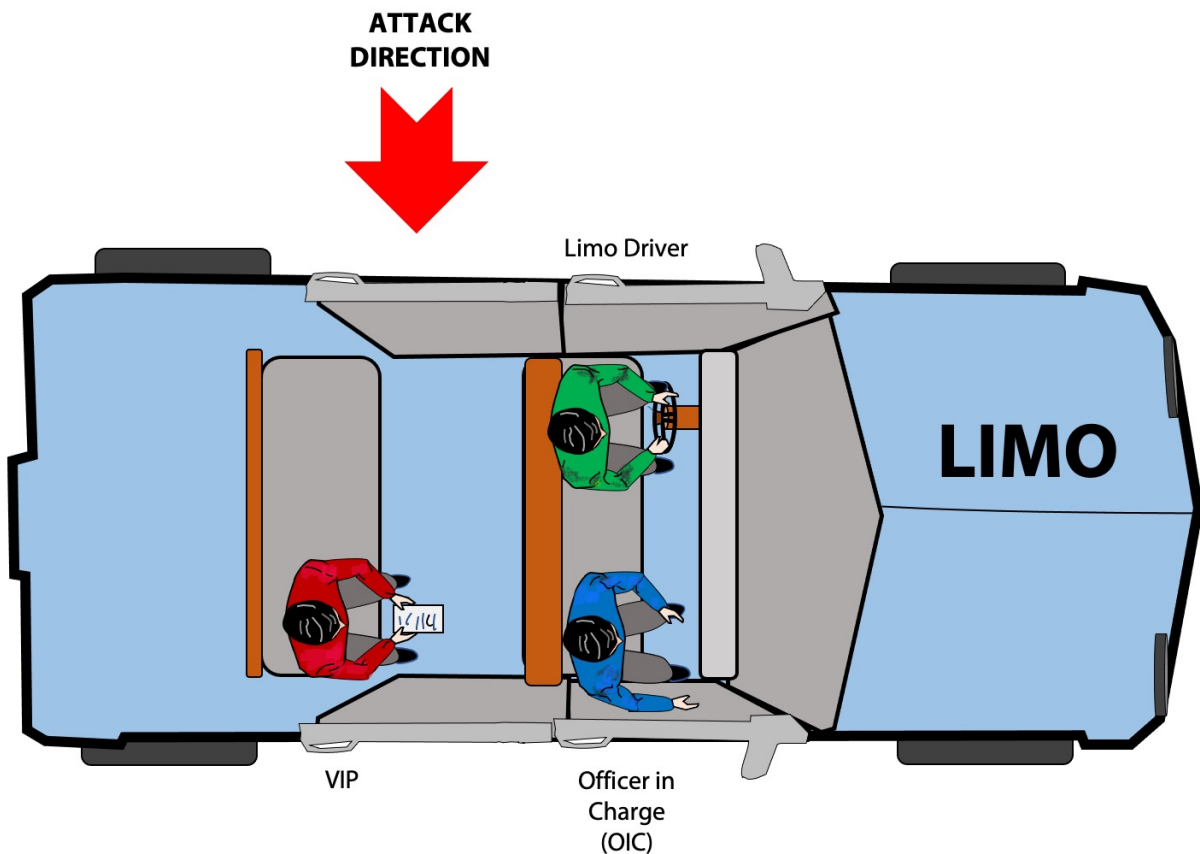
After receiving the “Limo down” call and/or “Follow down” call, the OIC or SL will call out “evac right” or “evac left” at least three times for clarity. The motorcade should always attempt to evac in the direction opposite the attack. In the case of an attack from the front or rear, the procedures remain the same but the drivers will attempt to angle the vehicles to provide additional protection and choose to exit from the side of the vehicle that is least exposed to hostile fire.

When exiting vehicles under fire, it is critical for everyone to stay low, minimize exposure, take maximum advantage of available cover and concealment, and move quickly to get out of the ambush zone as quickly as possible. Ideally, detail members should have already identified a safe zone nearby, prior to exiting the vehicles. However, if this is not possible, they should choose a safe zone or covered position immediately after exiting. In some cases, some detail members might stop momentarily to return hostile fire and provide cover for the VIP, but they should rejoin the detail as soon as possible.

TWO-PERSON EVAC: ATTACK LEFT

STEP 1: OIC Gives the Evac Command

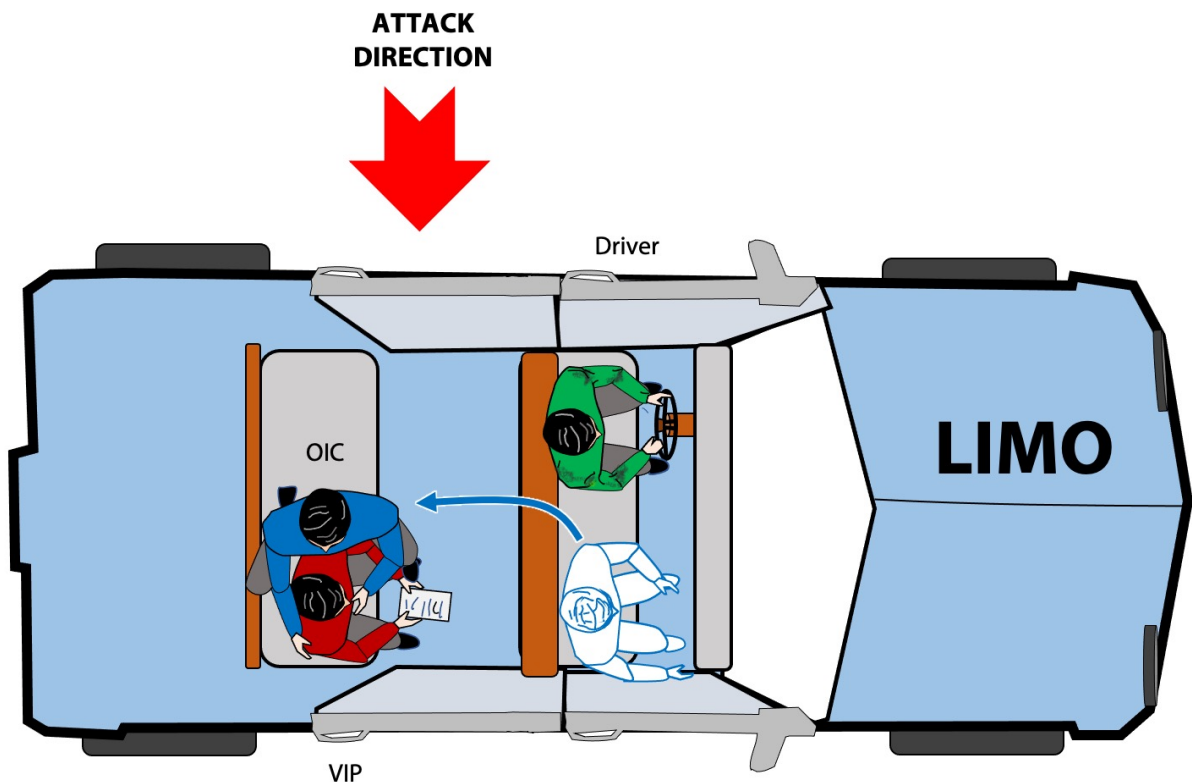
The Limo Driver (LD) will alert the Officer in Charge (OIC) that the Limo is disabled. The OIC will give the command "evac right" or "bailout right" immediately.



TWO-PERSON EVAC: ATTACK LEFT

STEP 2: OIC Climbs into Back Seat with VIP

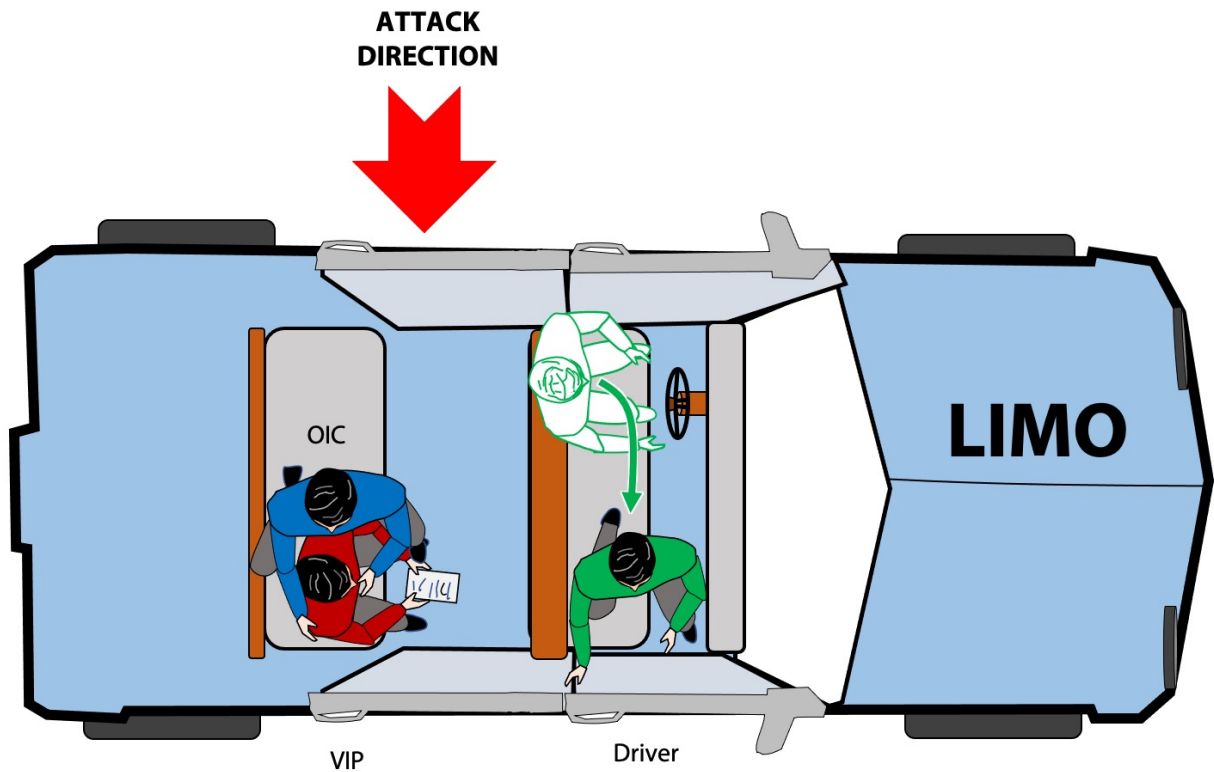
The OIC will climb into the back seat and cover the VIP. If for any reason the OIC is unable to climb into the back seat but the driver can, the two can switch positions and the driver can climb into the back seat to cover the VIP.



TWO-PERSON EVAC: ATTACK LEFT

STEP 3: Limo Driver Moves Across and Prepares to Exit

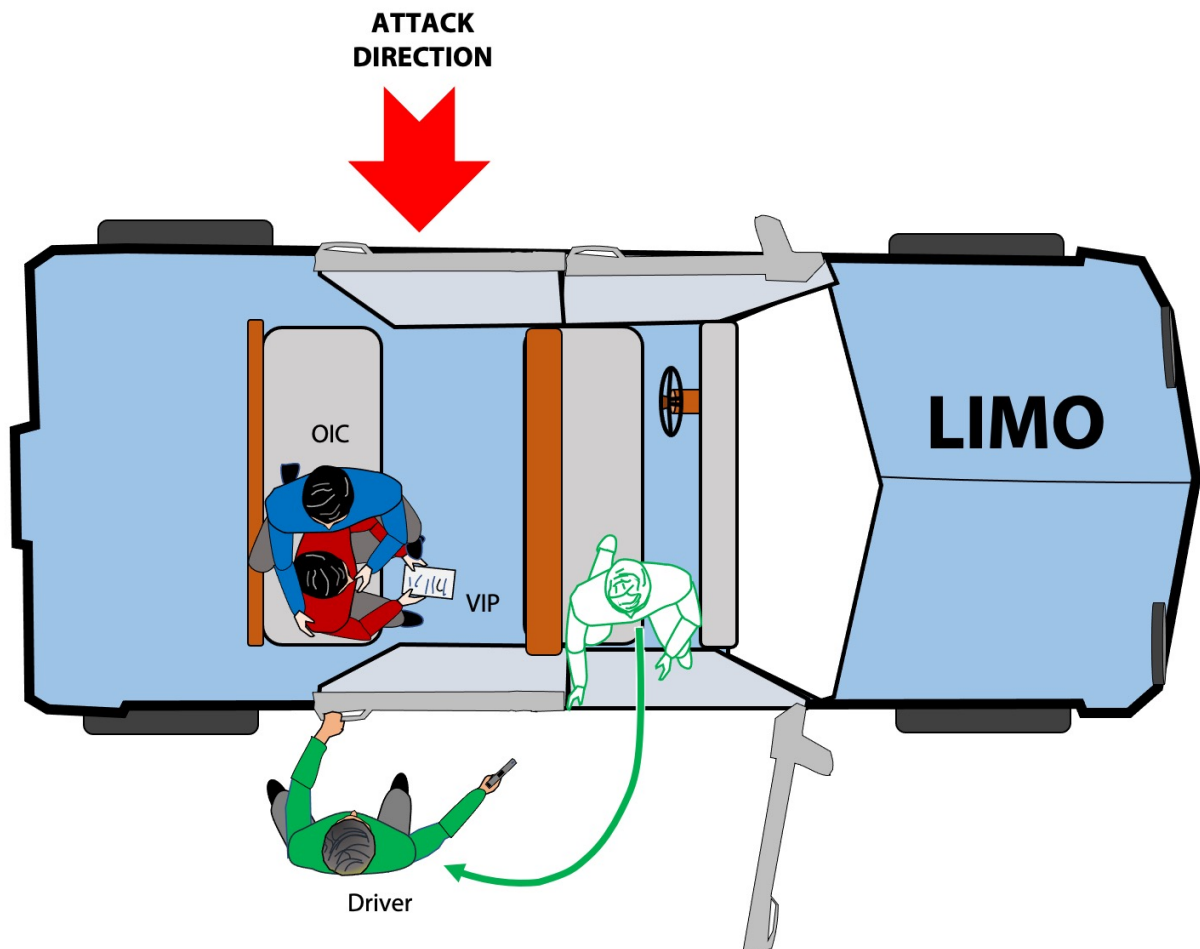
Once the OIC crawls into the back seat the Limo Driver will move across the center console into the front passenger seat and prepare to exit through the front passenger door. The Limo Driver will look out the window to ensure there are no threats lurking nearby.



TWO-PERSON EVAC: ATTACK LEFT

STEP 4: Driver Exits and Moves to VIP's Door

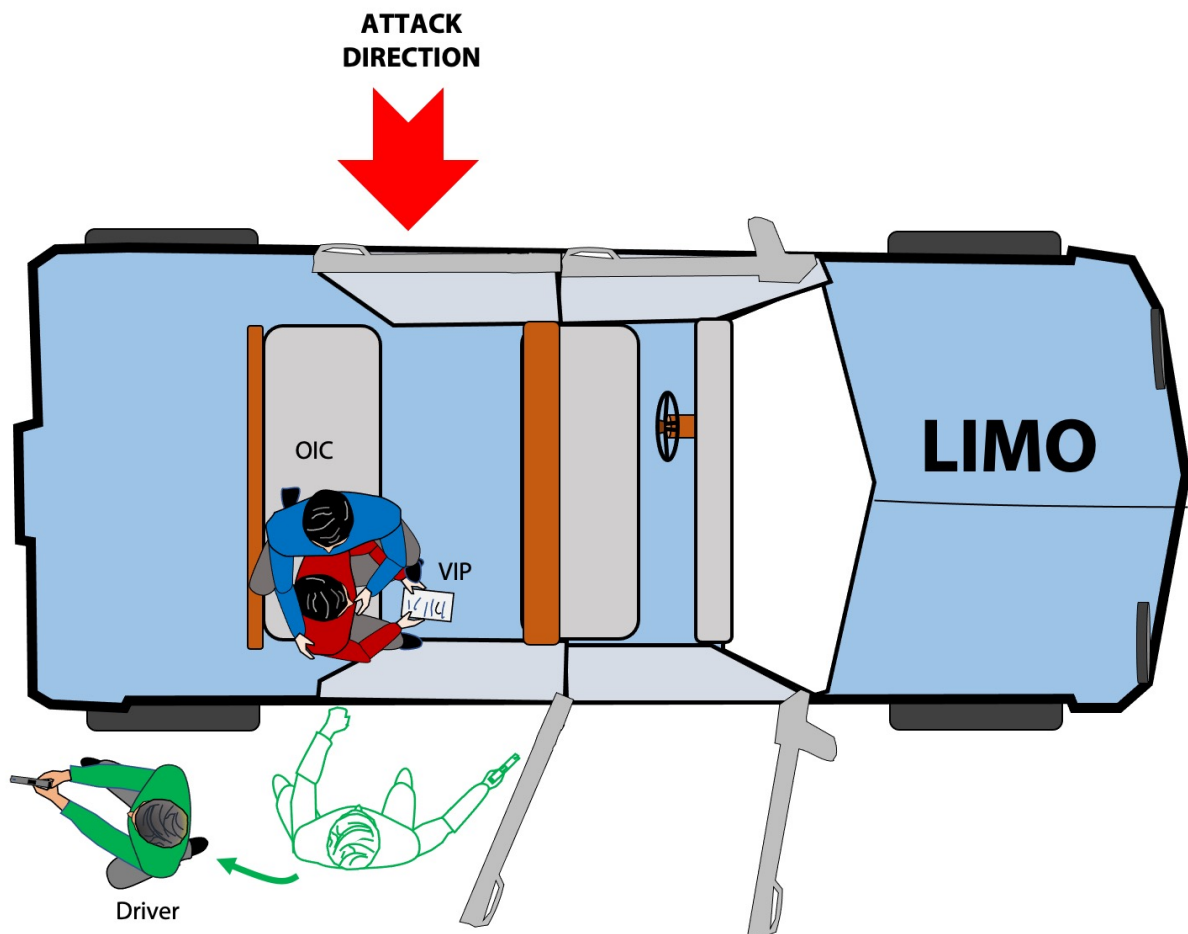
After checking for nearby danger or threats, the Driver will exit and move to the VIP's door, keeping the front passenger door open.



TWO-PERSON EVAC: ATTACK LEFT

STEP 5: Driver Opens the VIP's Door

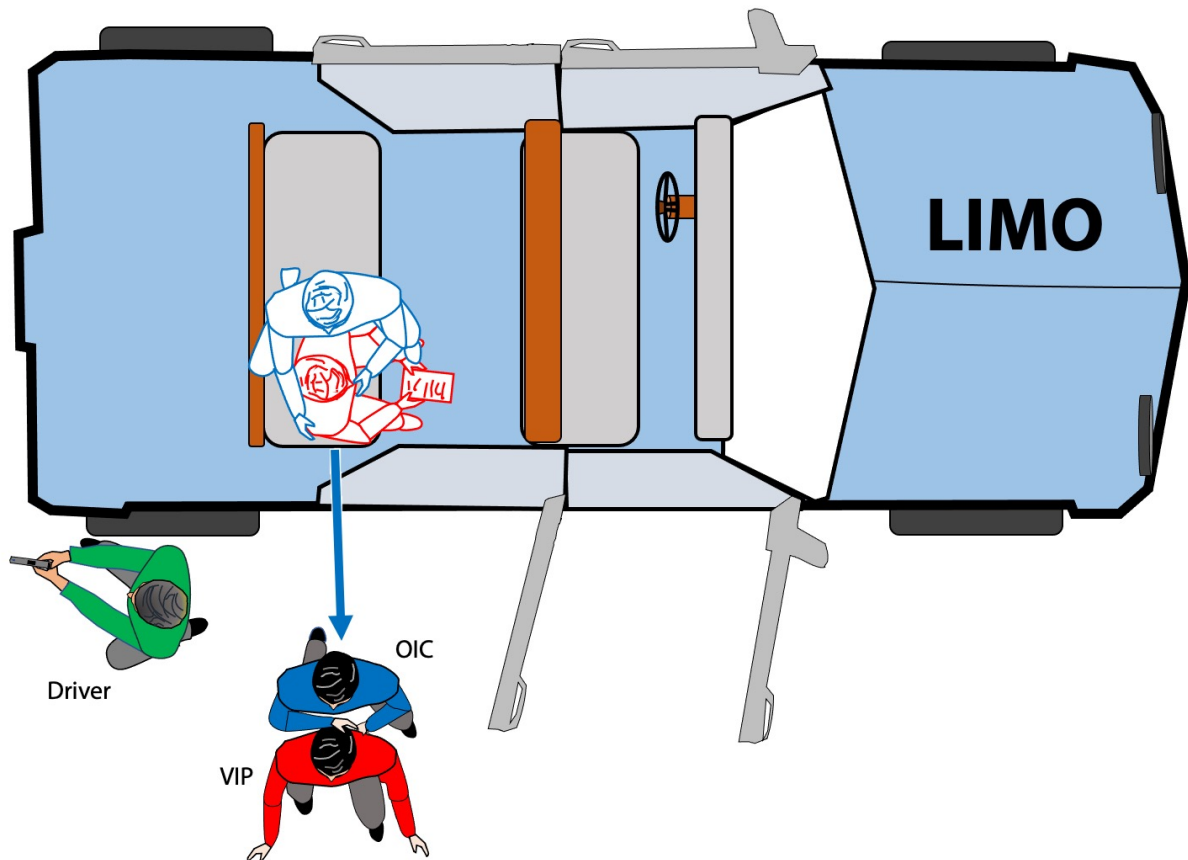
The Limo Driver will open the VIP's door quickly and then move out of the way, taking a hasty security position near the wheel well.



TWO-PERSON EVAC: ATTACK LEFT

STEP 6: OIC Guides the VIP Out of the Limo

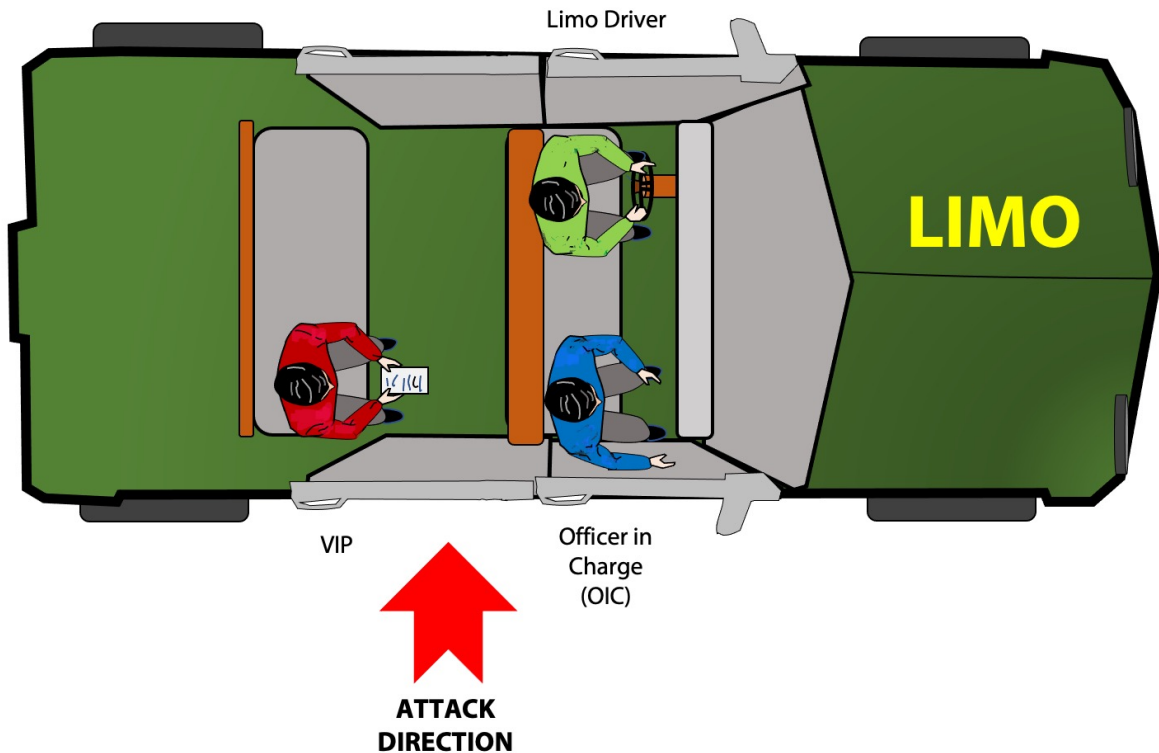
Once the rear door is open, the OIC will move the VIP out of the Limo and directly back in order to take advantage of any cover or concealment provided by the Limo. The Limo Driver will follow behind providing cover or move ahead as needed. The detail will move as quickly as possible to the nearest covered position or rally point.



TWO-PERSON EVAC: ATTACK RIGHT

STEP 1: OIC Gives the Evac Command

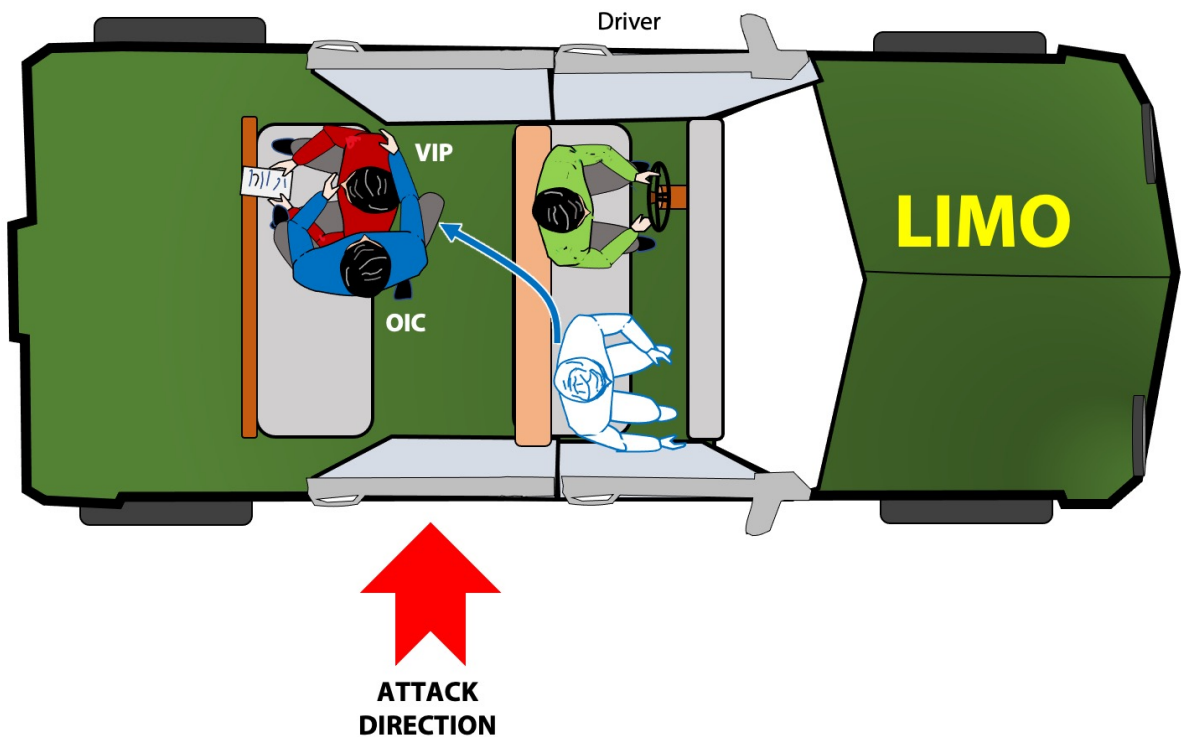
The Limo Driver (LD) will alert the Officer in Charge (OIC) that the Limo is disabled. The OIC will give the command “evac left” or “bailout left” immediately.



TWO-PERSON EVAC: ATTACK RIGHT

STEP 2: OIC Climbs into Back Seat with VIP

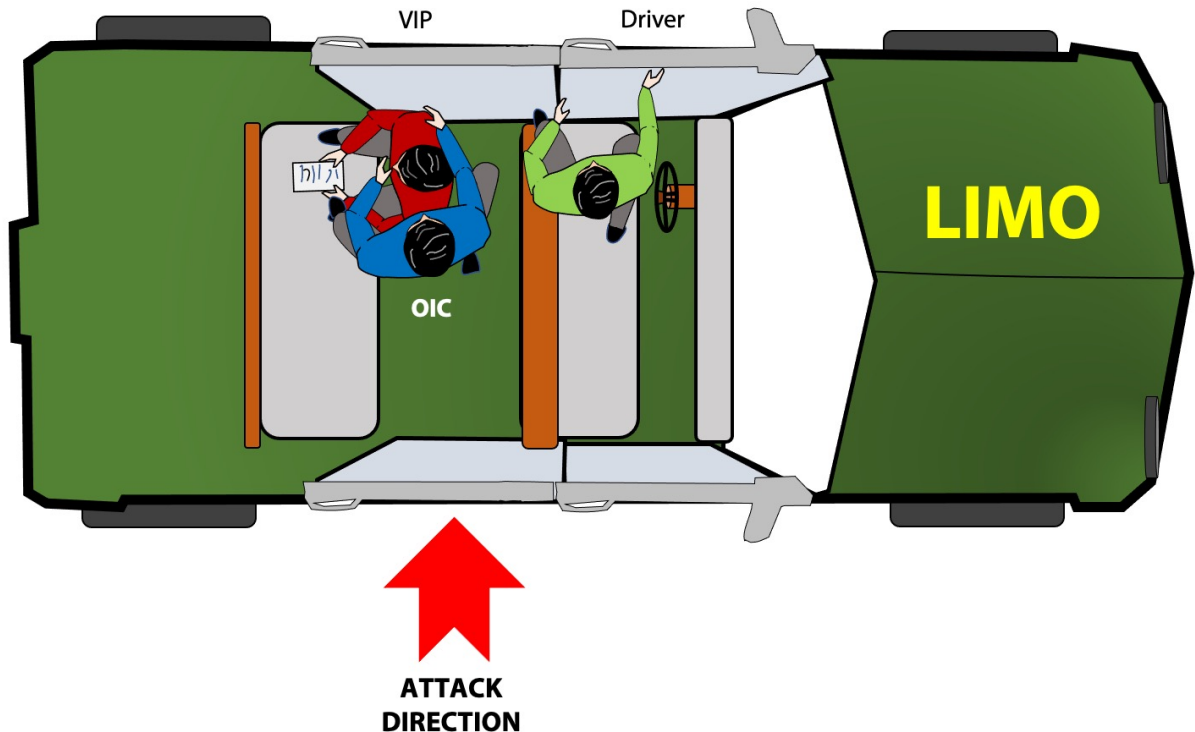
The OIC will climb into the back seat and cover the VIP. If for any reason the OIC is unable to climb into the back seat but the driver can, the two can switch positions and the driver can climb into the back seat to cover the VIP.



TWO-PERSON EVAC: ATTACK RIGHT

STEP 3: Limo Driver Turns and Prepares to Exit

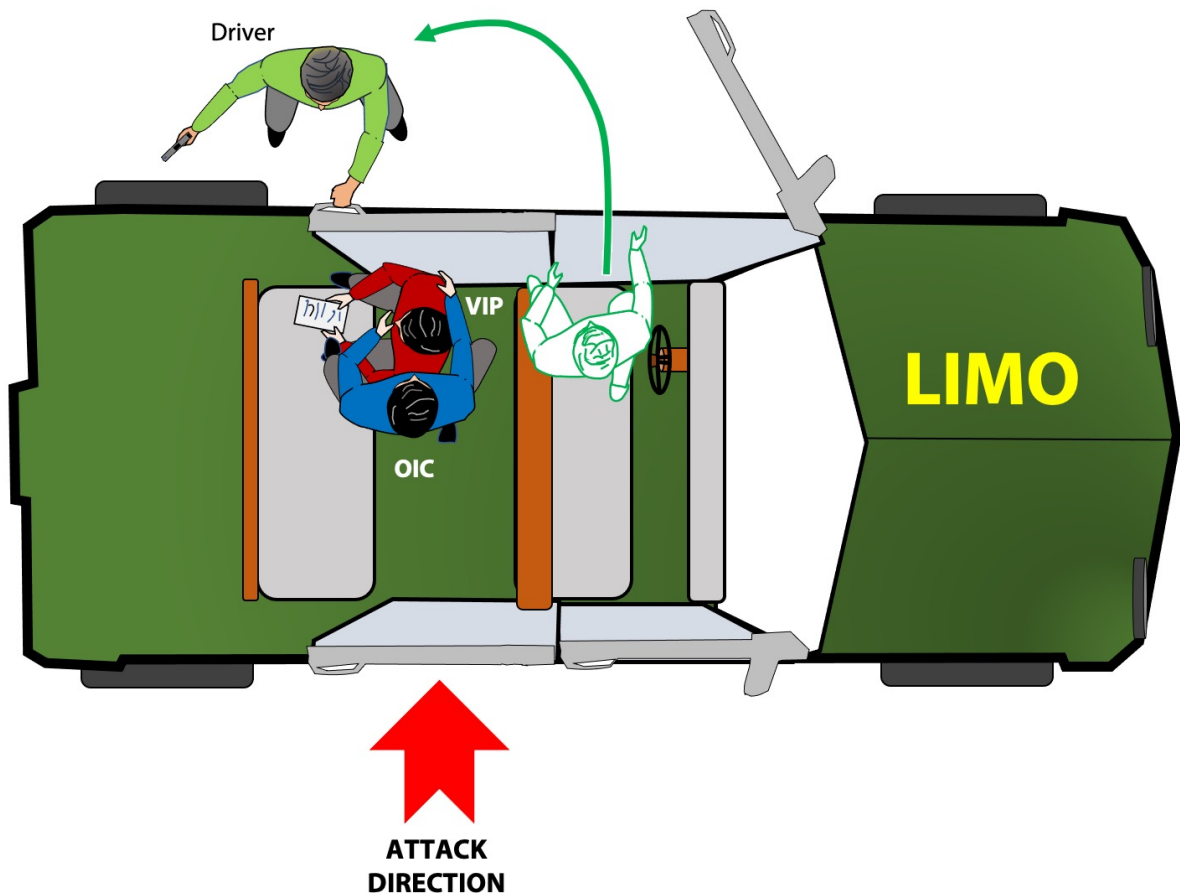
Once the OIC crawls into the back seat the Limo Driver will turn to the left and prepare to exit through the front driver-side door. The Limo Driver will look out the window to ensure there are no threats lurking nearby.



TWO-PERSON EVAC: ATTACK RIGHT

STEP 4: Driver Exits and Moves to VIP Door

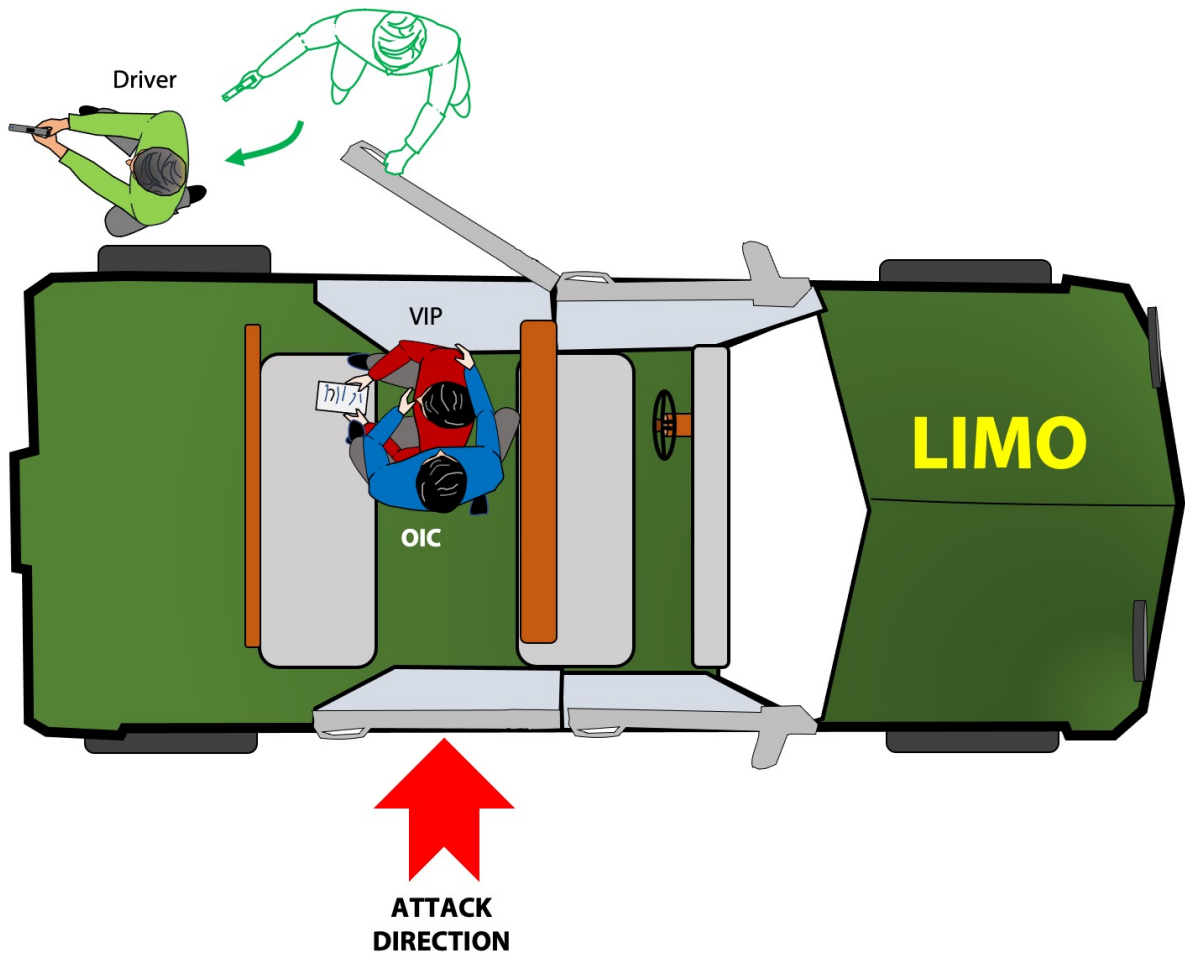
After checking for nearby danger or threats, the Driver will exit and move to the VIP's door, keeping the front driver's door open.



TWO-PERSON EVAC: ATTACK RIGHT

STEP 5: Driver Opens the VIP's Door

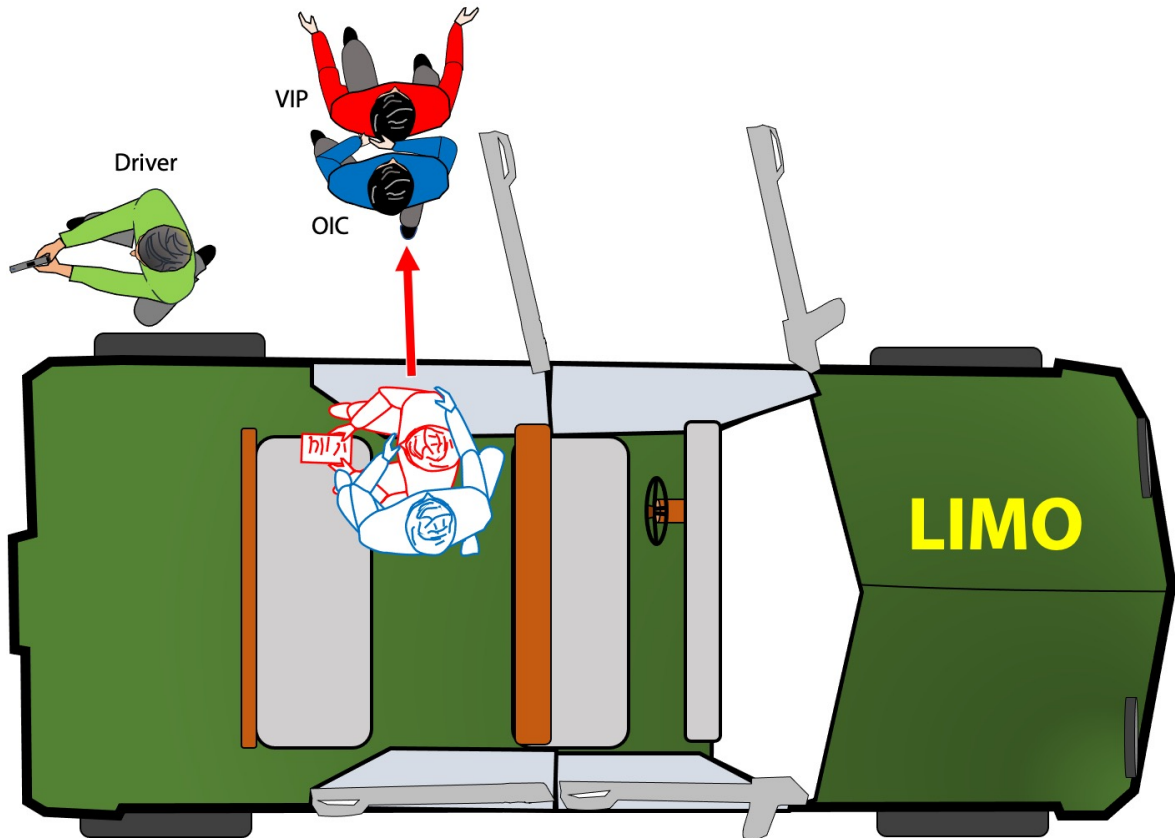
The Driver will open the VIP's door quickly and then move out of the way, taking a hasty security position near the wheel well.



TWO-PERSON EVAC: ATTACK RIGHT

STEP 6: OIC Guides the VIP Out of the Limo

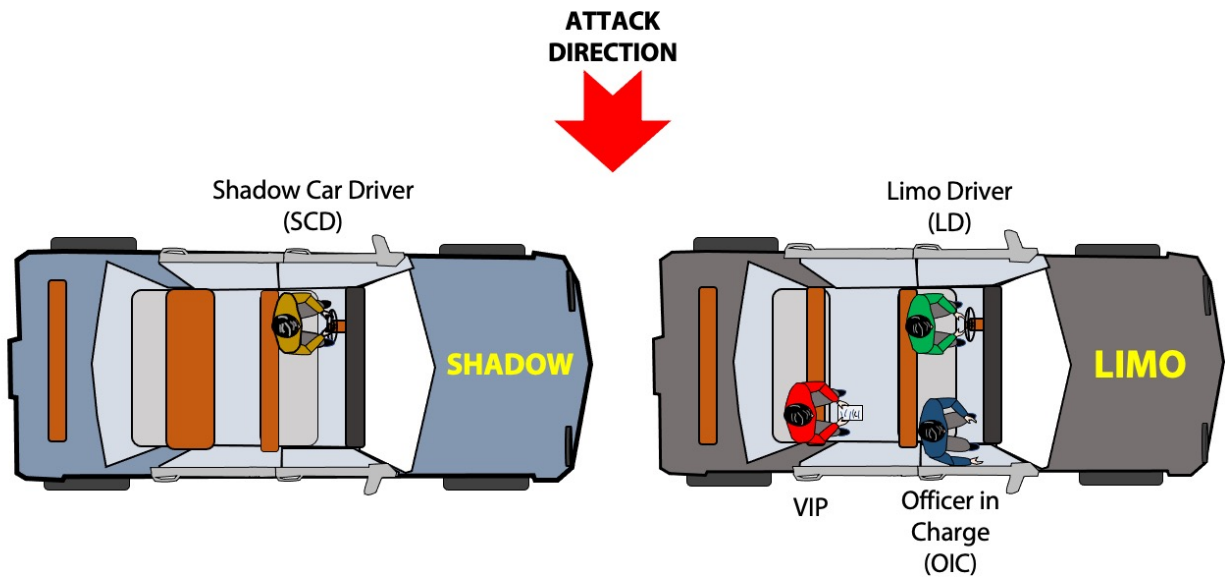
Once the rear door is open, the OIC will move the VIP out of the Limo and directly back in order to take advantage of any cover or concealment provided by the Limo. The Limo Driver will follow behind providing cover or move ahead as needed. The detail will move as quickly as possible to the nearest covered position or rally point.



THREE-PERSON EVAC: ATTACK LEFT

STEP 1: Shadow Car Signals Limo and Positions for Evac

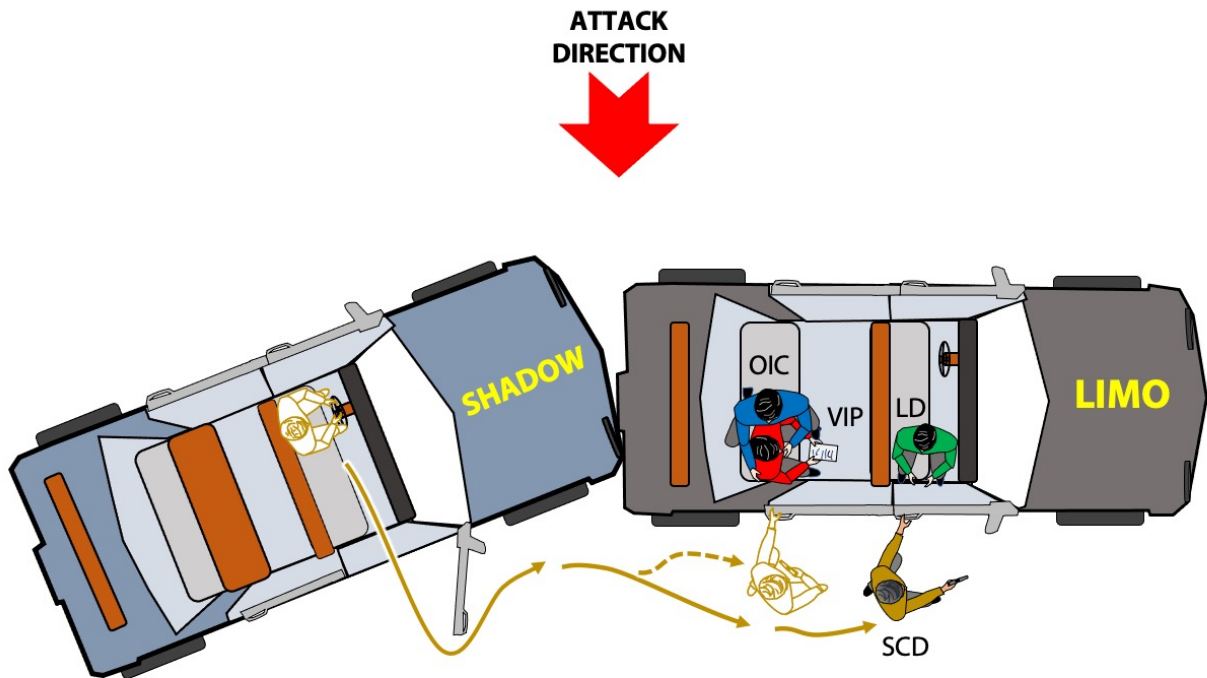
Upon recognizing all cars are immobilized, the Shadow Car Driver (SCD) will attempt to position the Shadow Car at an angle that will provide the detail with the best protection while exiting. This angled position (right or left) will be mainly based on the Limo's final immobile position and applies to all attack directions (sides, front, and rear).



THREE-PERSON EVAC: ATTACK LEFT

STEP 2: SCD Exits Shadow Car and Moves to Limo Doors

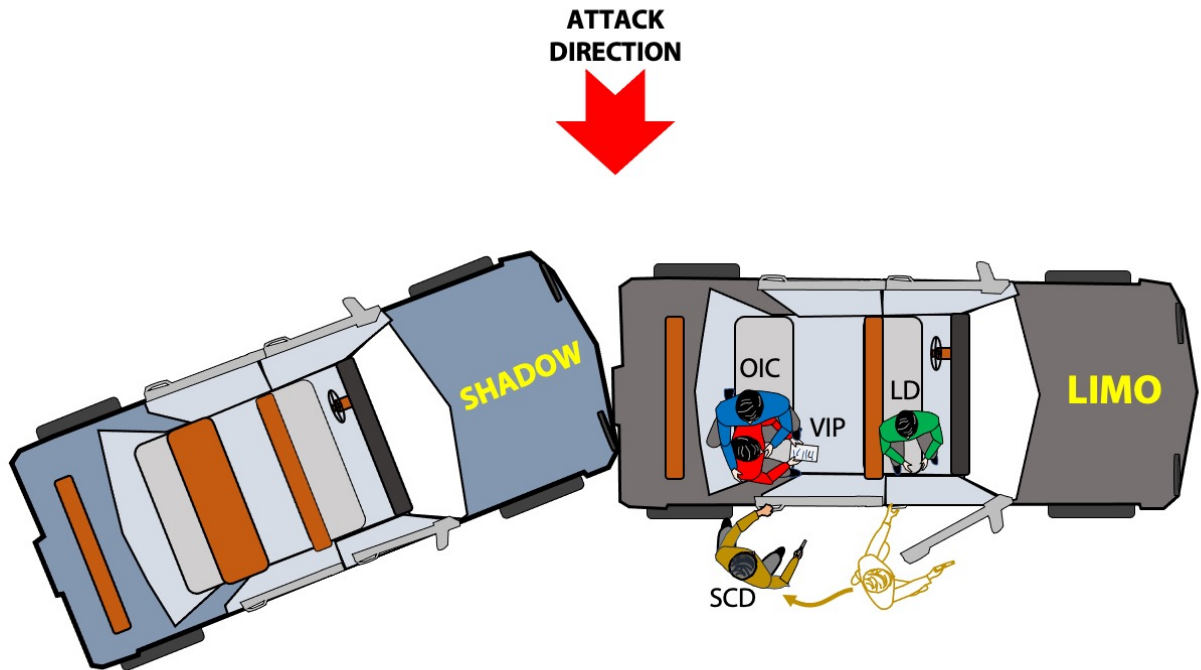
The SCD will give the evac command to the Limo occupants at least three times via radio. The OIC will move into the back seat with the VIP and the LD will move across to the passenger's side. The nearest covered position or rally point should be identified before the SCD exits. Upon giving the evac direction and rally point, the SCD will get out of the car through the front seat (primary) or the rear seat (secondary). Next, the SCD will move directly to the Limo doors. The SCD can move directly to the VIP's door and allow the Limo Driver (LD) to open his/her own door or the SCD can open the Limo Driver's door first and then open the VIP door. Speed and timing are highly important since the SCD is alone outside, doing all the work for the rest of the detail. The limo occupants will need to have a contingency plan in place in case the SCD is unable to accomplish all of these tasks. In this illustration, the SCD decides to open the LD's door first because flank security is needed right away. Generally, the limo doors should be opened as close to simultaneously as possible to minimize the time window where bullet ricochets can enter the vehicle.



THREE-PERSON EVAC: ATTACK LEFT

STEP 3: SCD Opens Both Doors to Receive VIP

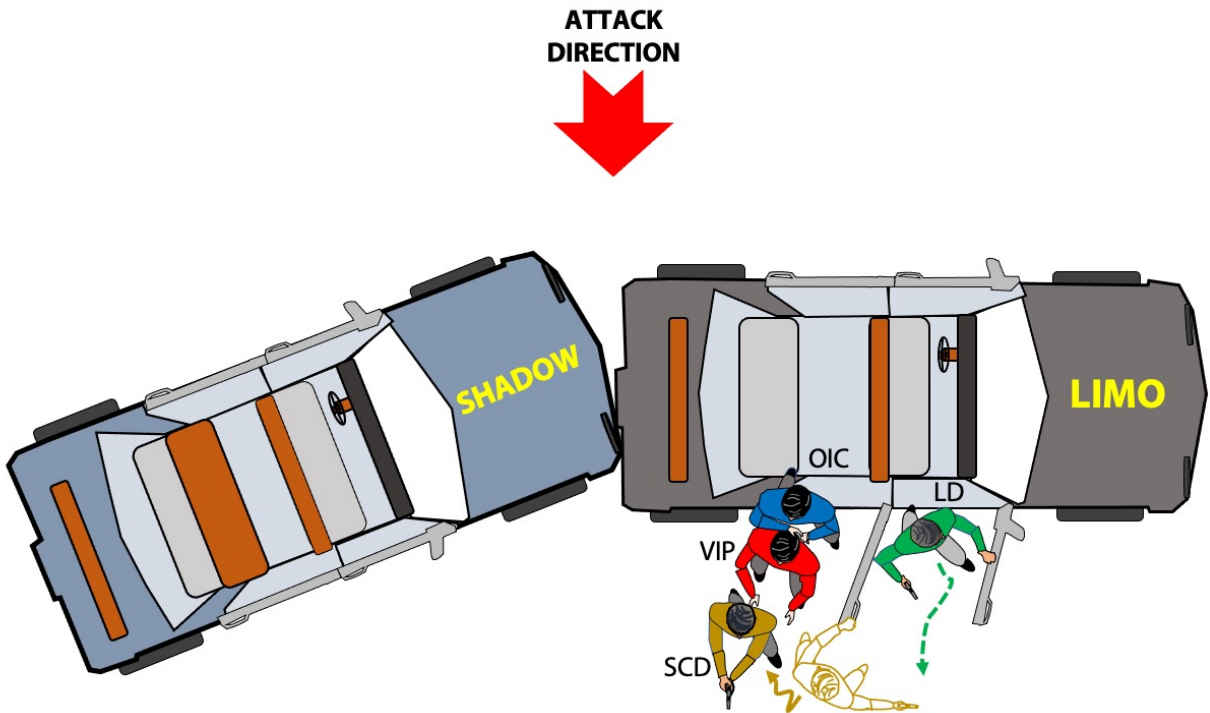
The SCD will open the LD's door and quickly move to the VIP's door. Once again, the SCD may decide to open the VIP's door first and then open the LD's door. Each option has its advantages and disadvantages; therefore, the SCD will need to stay alert to his/her surroundings to make best decision.



THREE-PERSON EVAC: ATTACK LEFT

STEP 4: OIC, VIP and LD Exit the Limo

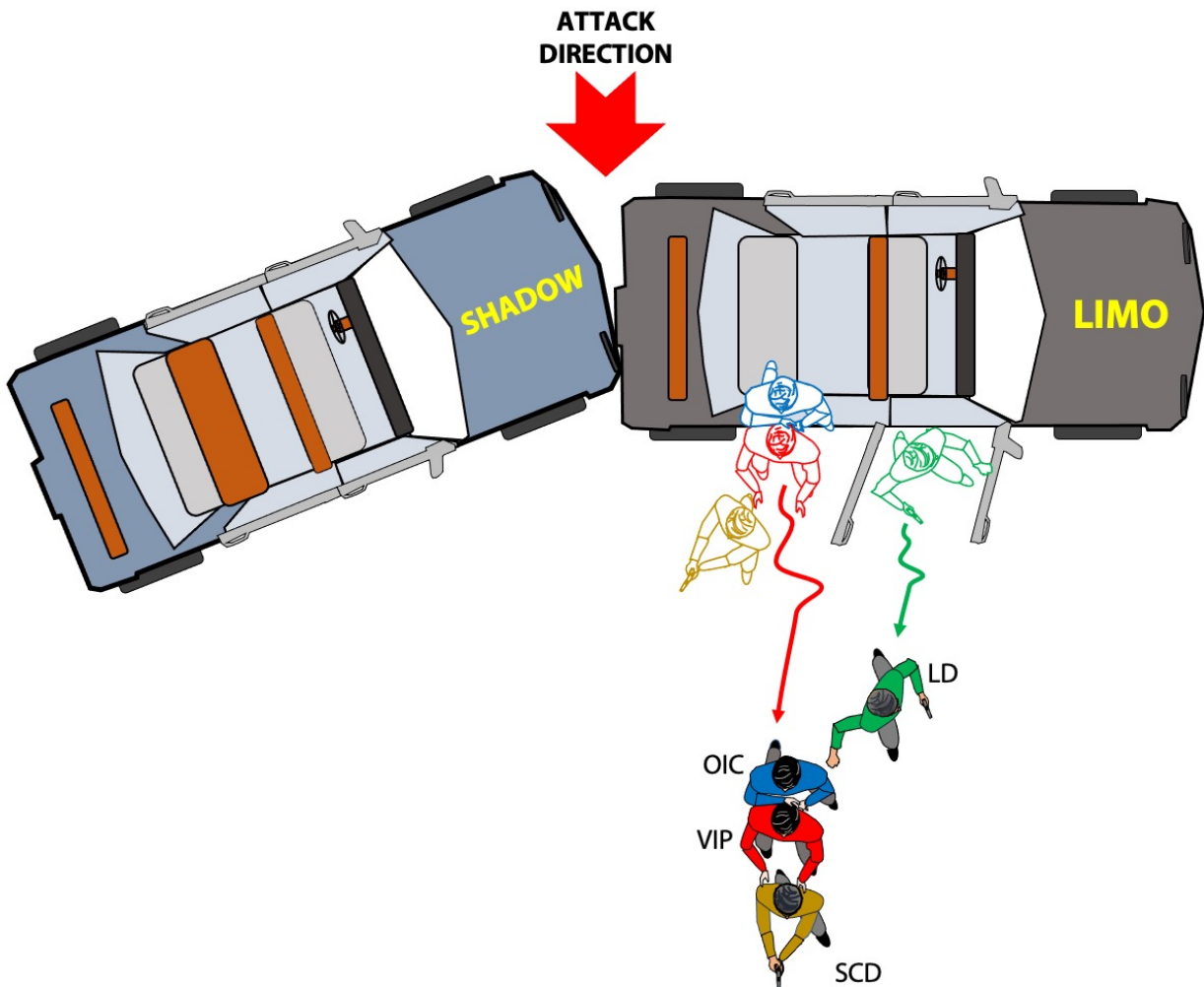
The SCD will open the VIP's door and stand ready to receive the VIP and OIC as they exit the Limo. At this point, the LD will be exiting and turning quickly to provide flank or rear security if needed. Timing is critical and the SCD should move as quickly as possible to open all the limo doors.



THREE-PERSON EVAC: ATTACK LEFT

STEP 5: Detail Forms Protective Ring

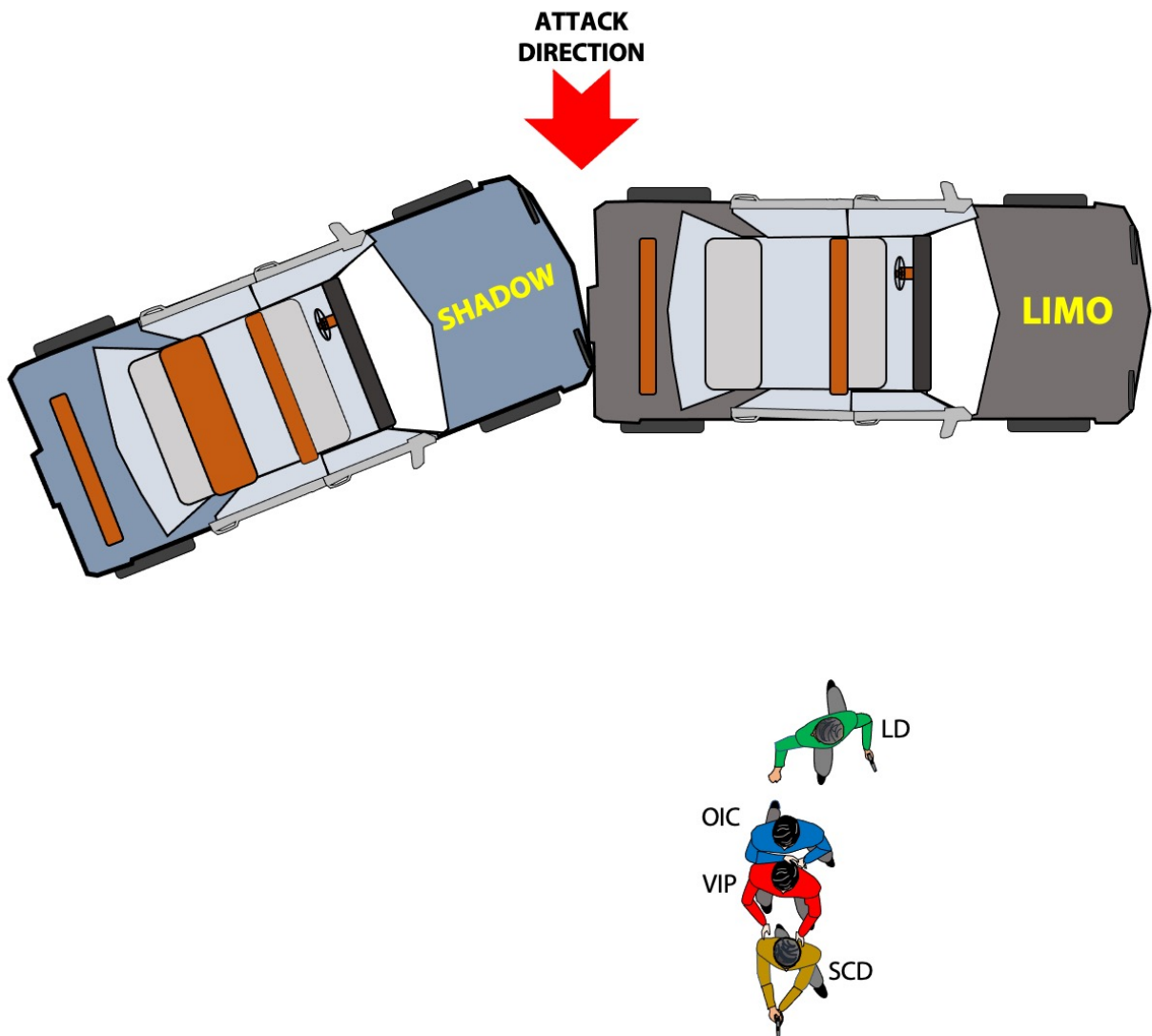
Next, all detail members will form a protective security ring around the VIP and OIC. The configuration of the initial protective ring formation may vary when the Limo doors are opened. The circumstances will generally determine who is doing what. Injuries can also play a major role. In this illustration, the SCD leads the detail to the designated rally point.



THREE-PERSON EVAC: ATTACK LEFT

STEP 6: Detail Moves Straight Back to Evac/Turn Point

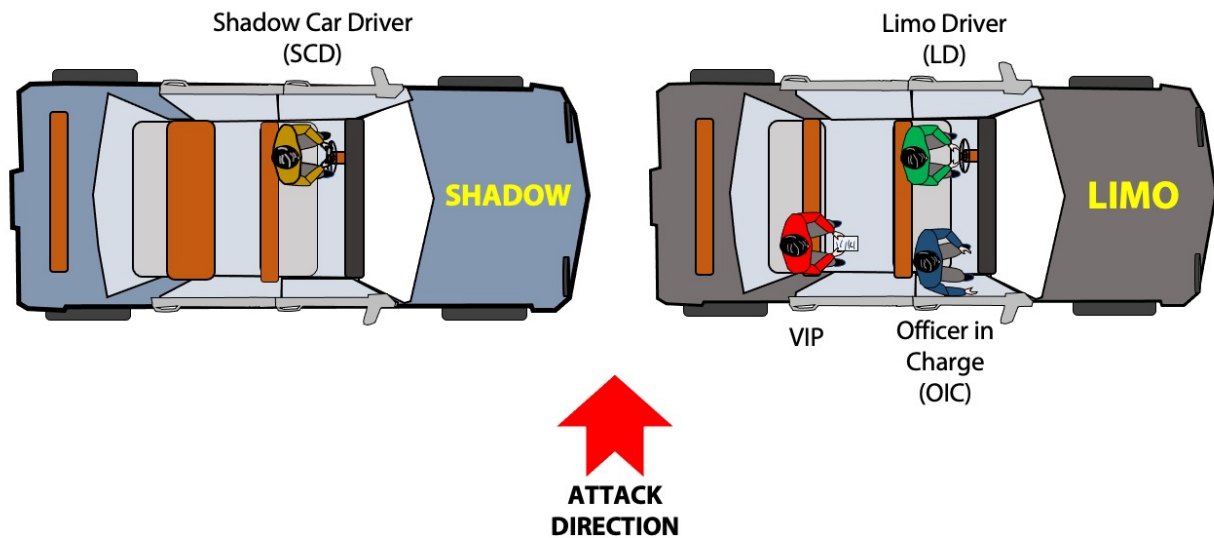
Without delay, the detail will form the best formation possible and move quickly to the nearest covered rally point. As much as possible, the vehicle should be used to conceal the egress of the detail. Therefore, the detail should move directly back in a straight line and then turn left or right to get out of the adversary's cone of fire.



THREE PERSON EVAC: ATTACK RIGHT

STEP 1: Shadow Car Signals Limo and Positions for Evac

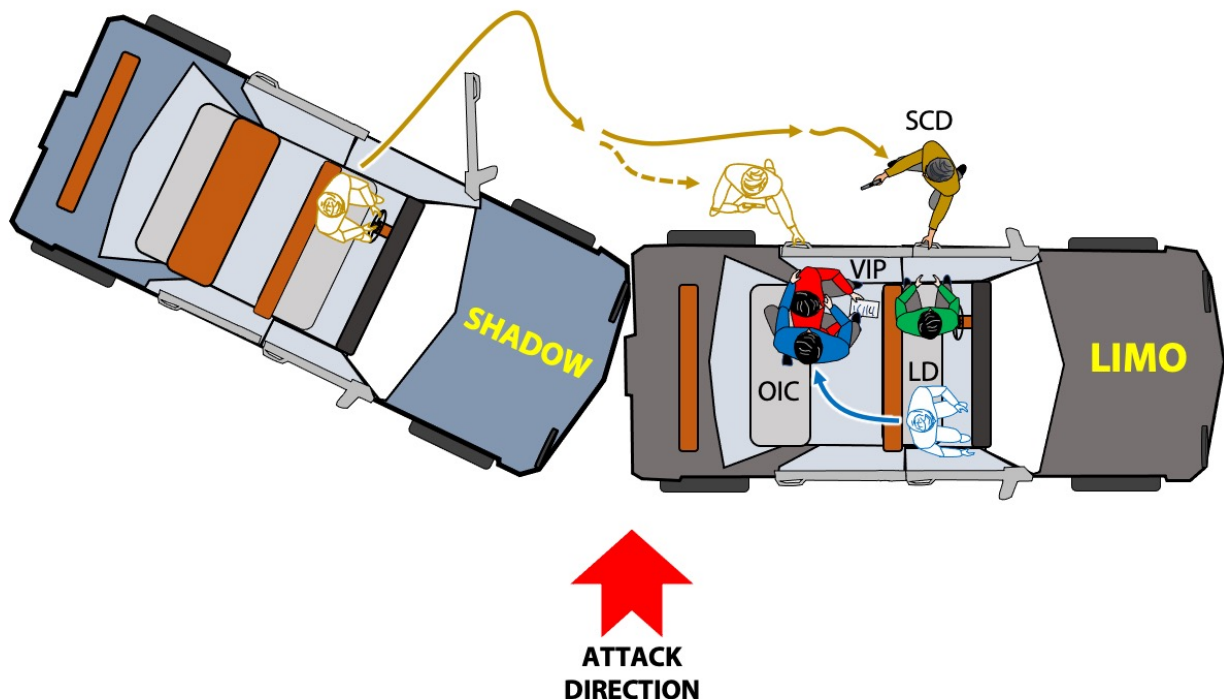
Upon recognizing all cars are immobilized, the Shadow Car Driver (SCD) will attempt to position the Shadow Car at an angle that will provide the detail with the best protection while exiting. This angled position (right or left) will be mainly based on the Limo's final immobile position and applies to all attack directions (sides, front, and rear).



THREE-PERSON EVAC: ATTACK RIGHT

STEP 2: SCD Exits Shadow Car and Moves to Limo Doors

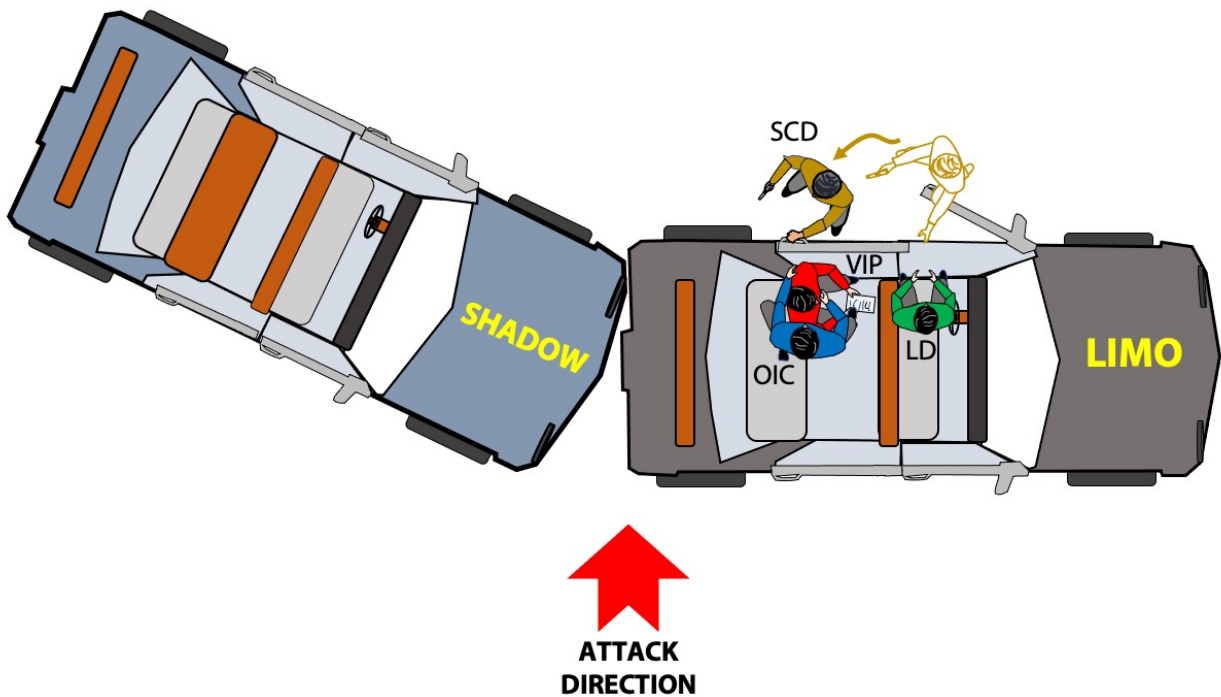
The SCD will give the evac command to the Limo occupants at least three times via radio. The OIC will move into the back seat with the VIP and the LD will turn to the left. The nearest covered position or rally point should be identified before the SCD exits. Upon giving the evac direction and rally point, the SCD will get out of the car through the front seat (primary) or the rear seat (secondary). Next, the SCD will move directly to the Limo doors. The SCD can move directly to the VIP's door and allow the Limo Driver (LD) to open his/her own door or the SCD can open the Limo Driver's door first and then open the VIP door. Speed and timing are highly important since the SCD is alone outside, doing all the work for the rest of the detail. The limo occupants will need to have a contingency plan in place in case the SCD is unable to accomplish all of these tasks. In this illustration, the SCD decides to open the LD's door first because flank security is needed right away. Generally, the limo doors should be opened as close to simultaneously as possible to minimize the time window where bullet ricochets can enter the vehicle.



THREE-PERSON EVAC: ATTACK RIGHT

STEP 3: SCD Opens Both Doors to Receive VIP

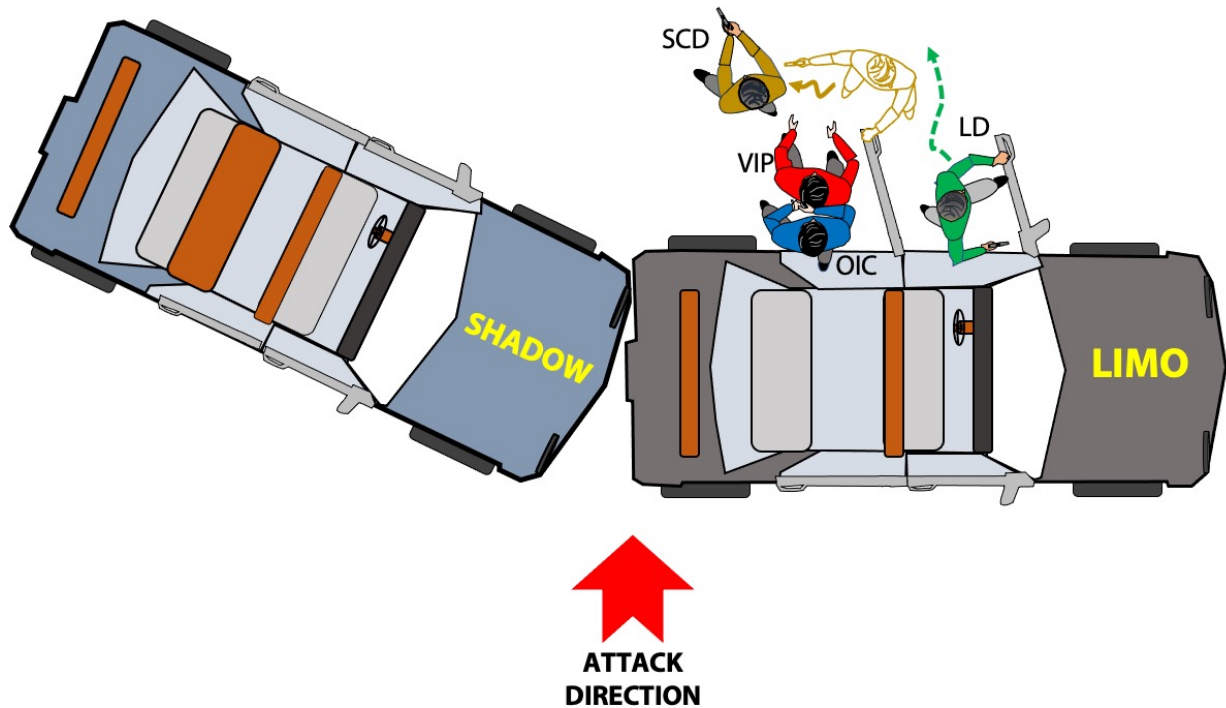
The SCD will open the LD's door and quickly move to the VIP's door. Once again, the SCD may decide to open the VIP's door first and then open the LD's door. Each option has its advantages and disadvantages; therefore, the SCD will need to stay alert to his/her surroundings to make best decision.



THREE-PERSON EVAC: ATTACK RIGHT

STEP 4: OIC, VIP and LD Exit the Limo

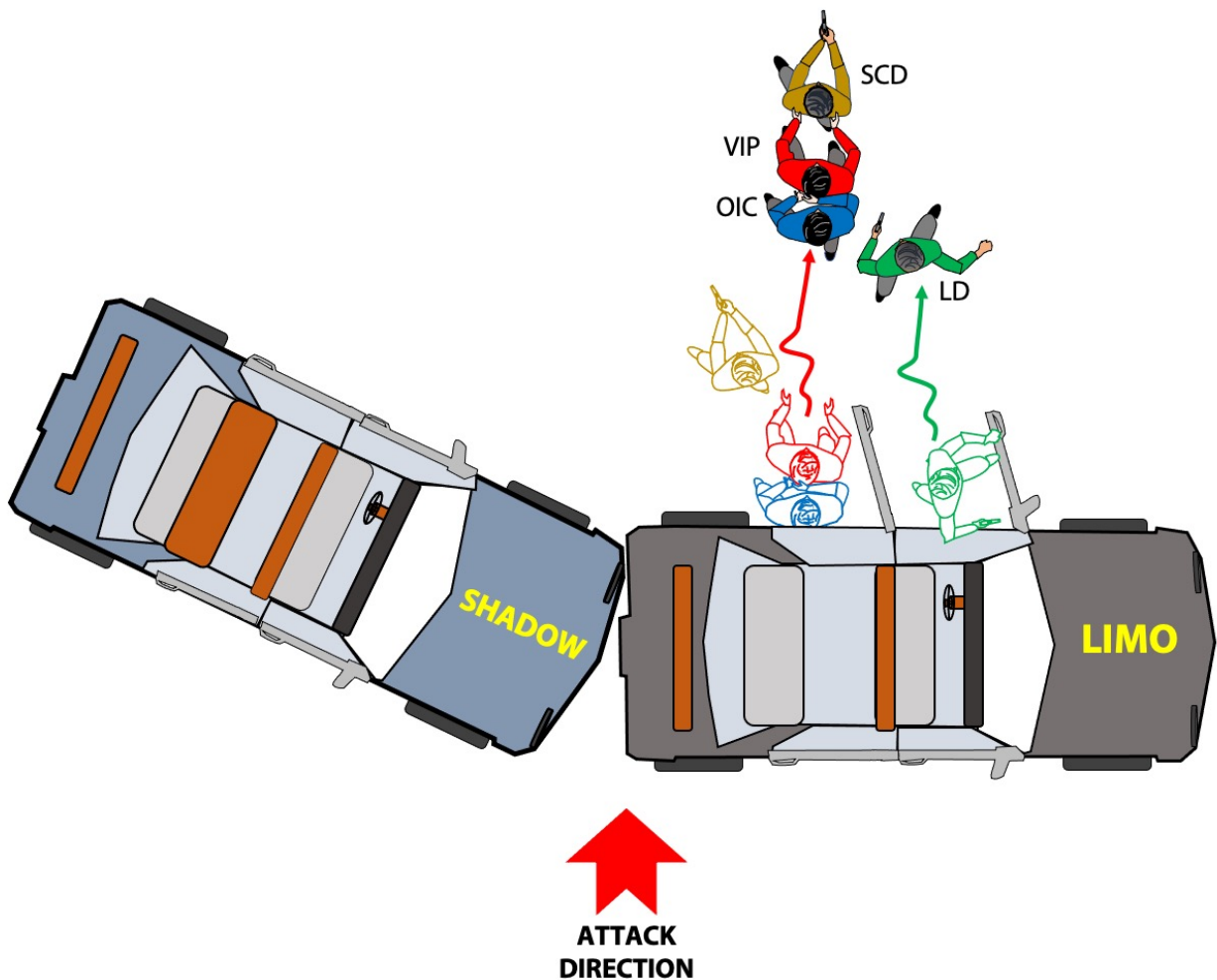
The SCD will open the VIP's door and stand ready to receive the VIP and OIC as they exit the Limo. At this point, the LD will be exiting and turning quickly to provide flank or rear security if needed. Timing is critical and the SCD should move as quickly as possible to open all the limo doors.



THREE-PERSON EVAC: ATTACK RIGHT

STEP 5: Detail Forms Protective Ring

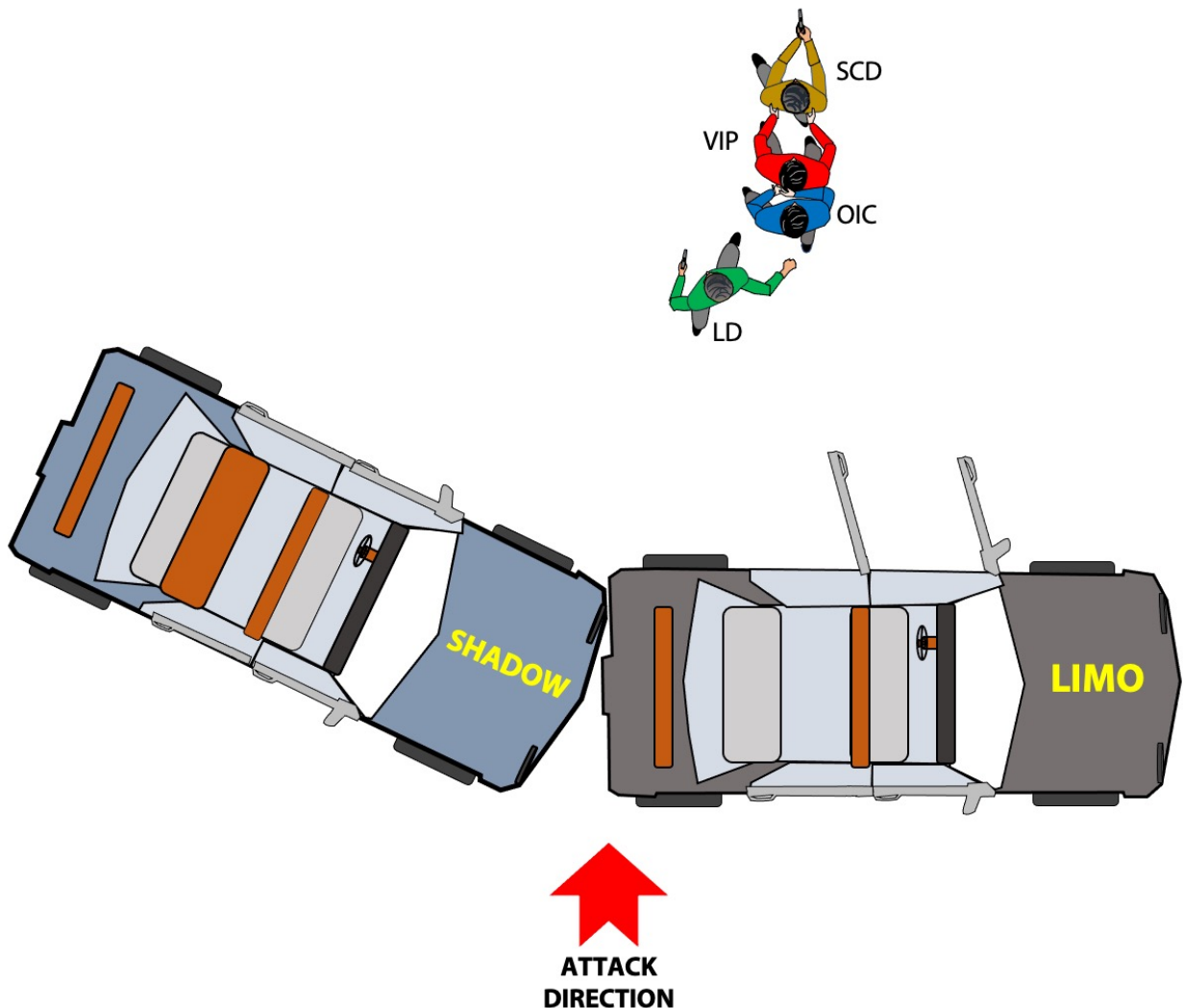
Next, all detail members will form a protective security ring around the VIP and OIC. The configuration of the initial protective ring formation may vary when the Limo doors are opened. The circumstances will generally determine who is doing what. Injuries can also play a major role. In this illustration, the SCD leads the detail to the designated rally point.



THREE-PERSON EVAC: ATTACK RIGHT

STEP 6: Detail Moves Straight Back to Evac/Turn Point

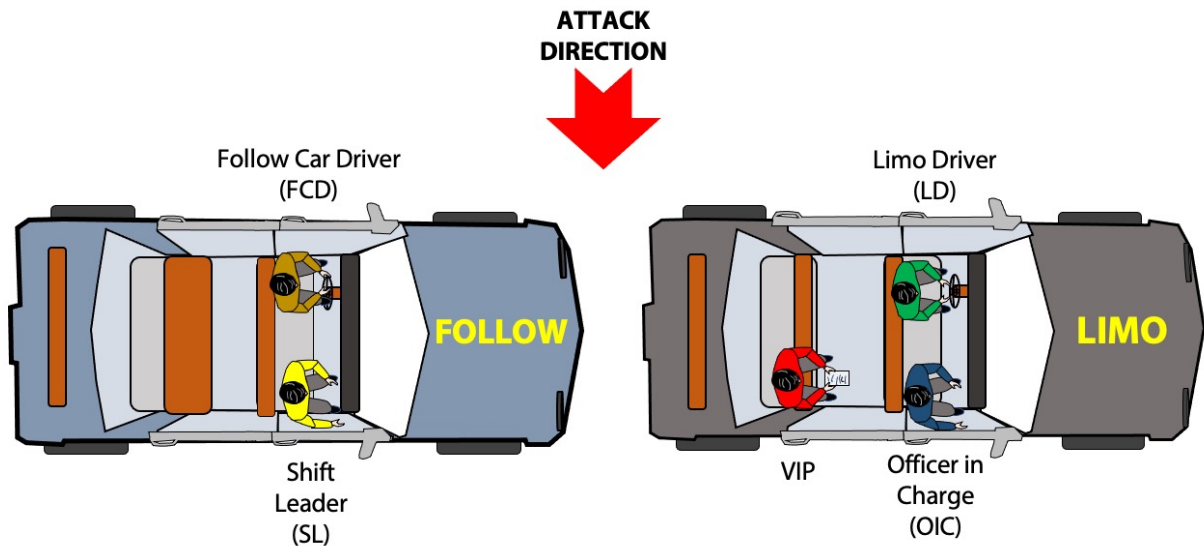
Without delay, the detail will form the best formation possible and move quickly to the nearest covered rally point. As much as possible, the vehicle should be used to conceal the egress of the detail. Therefore, the detail should move directly back in a straight line and then turn left or right to get out of the adversary's cone of fire.



FOUR-PERSON EVAC: ATTACK LEFT

STEP 1: Follow Car Signals Limo and Positions for Evac

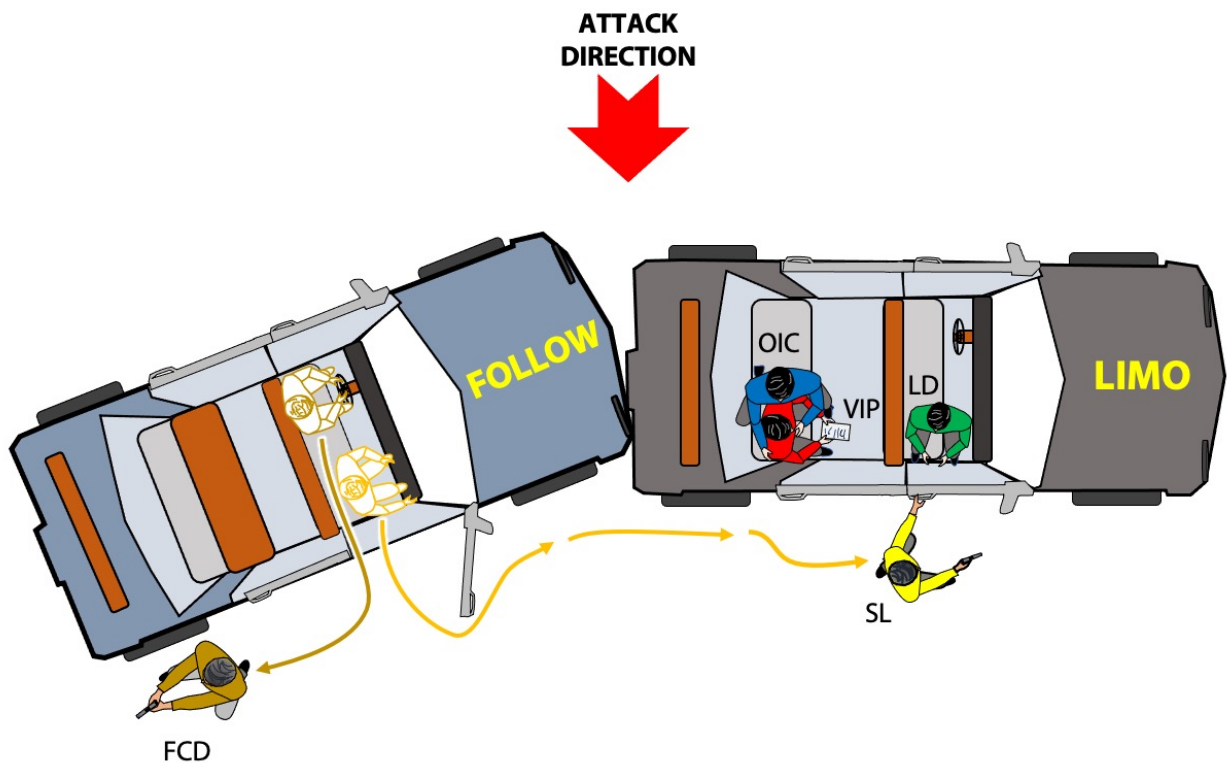
Upon recognizing all cars are immobilized, the Follow Car Driver (FCD) will attempt to position the Follow Car at an angle that will provide the detail with the best protection while exiting. This angled position (right or left) will be mainly based on the Limo's final immobile position and applies to all attack directions (sides, front, and rear).



FOUR-PERSON EVAC: ATTACK LEFT

STEP 2: SL and FCD Exit the Follow Car

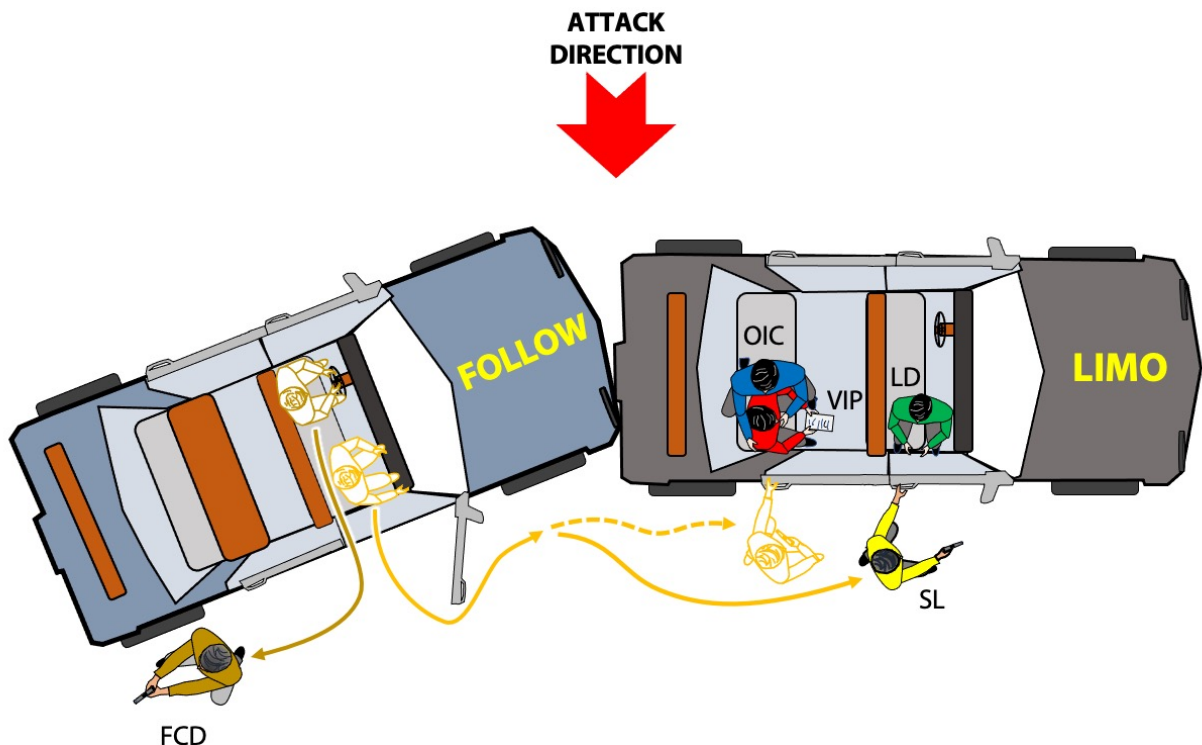
The Shift Leader (SL) or the senior PSD member who is still able will give the exit command in a loud and clear voice, "evac right" or "bailout right" at least three times. The OIC will move into the back seat with the VIP and the LD will move across to the passenger's side. The nearest covered/rally point should be identified before the SL and FCD exit the car. If not, the SL will need to identify it right away after exiting the Follow car. Upon giving the exit command, the SL and FCD will get out of the car through the front seat (primary) or rear seat (secondary). Immediately the SL will move directly to the Limo doors. The FCD will go in the opposite direction to the follow car wheel well and assume a flank security position.



FOUR-PERSON EVAC: ATTACK LEFT

STEP 3: SL Moves to the Limo Doors

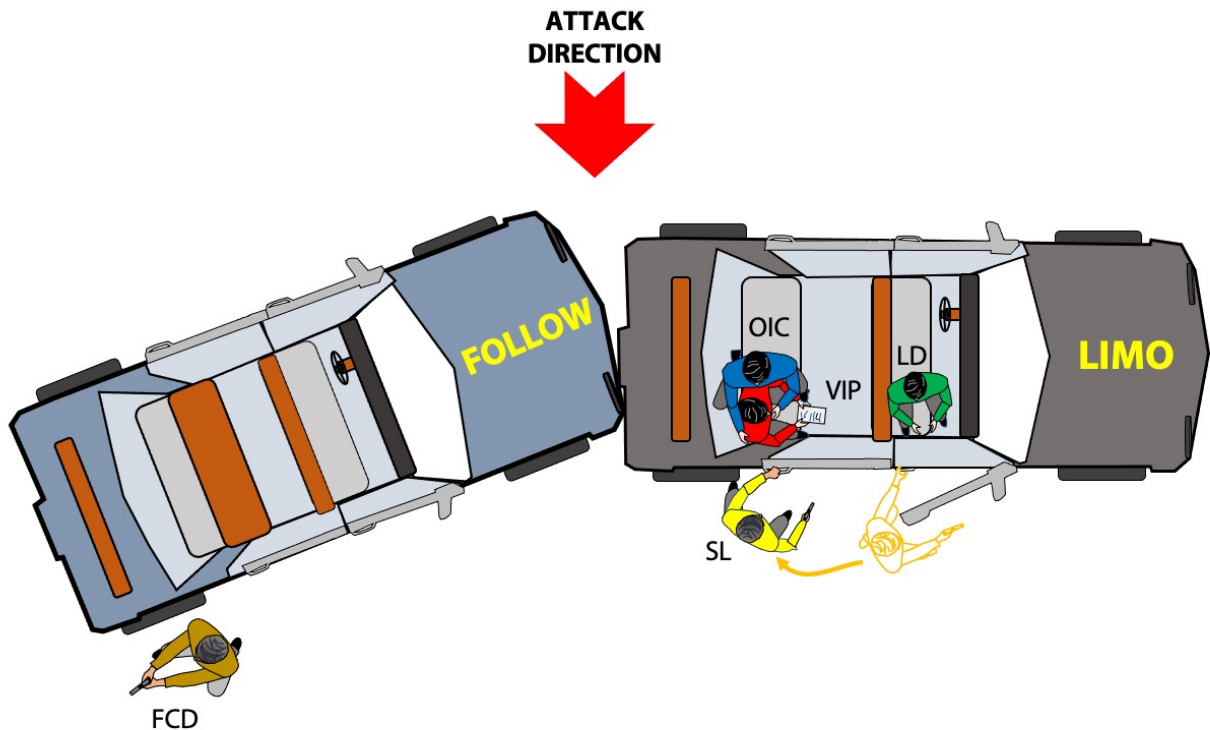
The SL can move directly to the VIP's door and allow the LD to open his/her own door or open the LD's door first and then open the VIP door. Speed, timing, and free flowing flexibility are critical in this case since the SL will be doing all of the work to open the doors for the rest of the detail. The limo occupants will need to have a contingency plan in place in case the SL is unable to accomplish his/her tasks. In this illustration, the SL decides to open the LD's door first because flank security is needed right away. Generally, the limo doors should be opened as close to simultaneously as possible to minimize the time window where bullet ricochets can enter the vehicle.



FOUR-PERSON EVAC: ATTACK LEFT

STEP 4: SL Opens Both Doors to Receive VIP

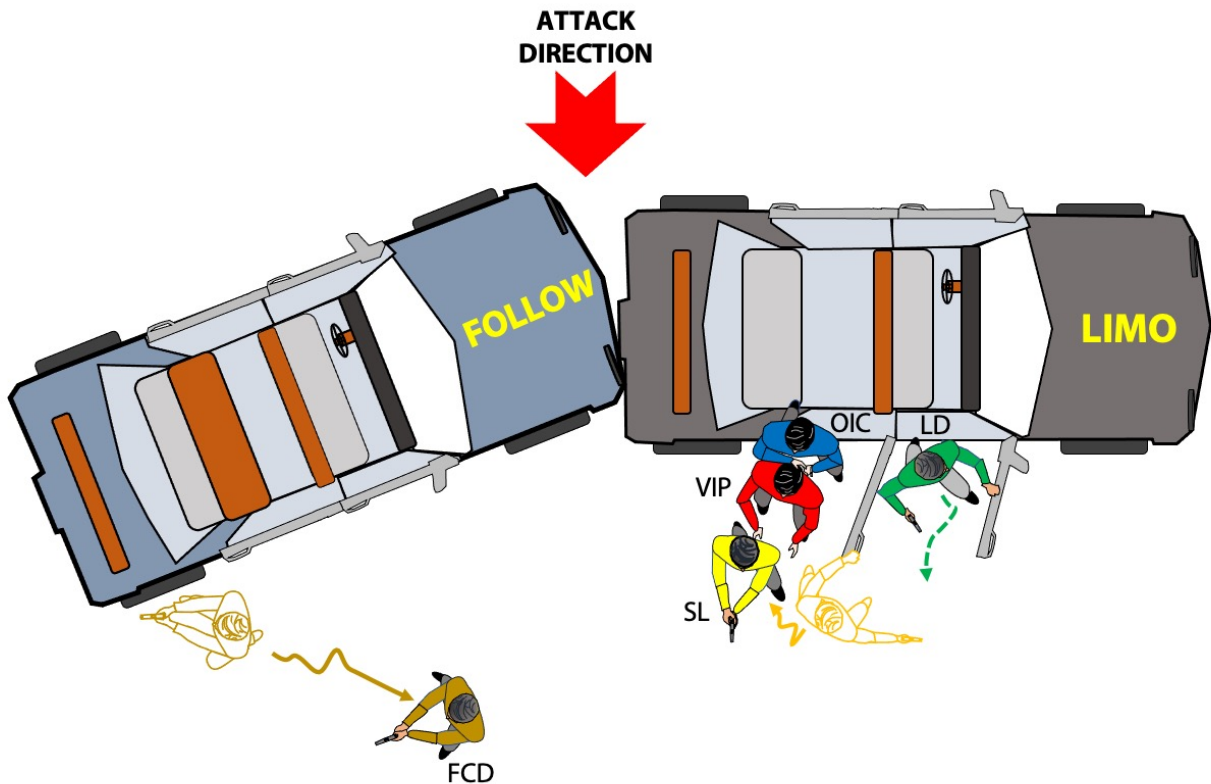
The SL will open the LD's door and quickly move to the VIP's door. Once again, the SL may decide to open the VIP's door first and then open the LD's door. Each option has its advantages and disadvantages; therefore, the SL will need to stay alert to his/her surroundings to make best decision.



FOUR-PERSON EVAC: ATTACK LEFT

STEP 5: OIC, VIP and LD Exit the Limo

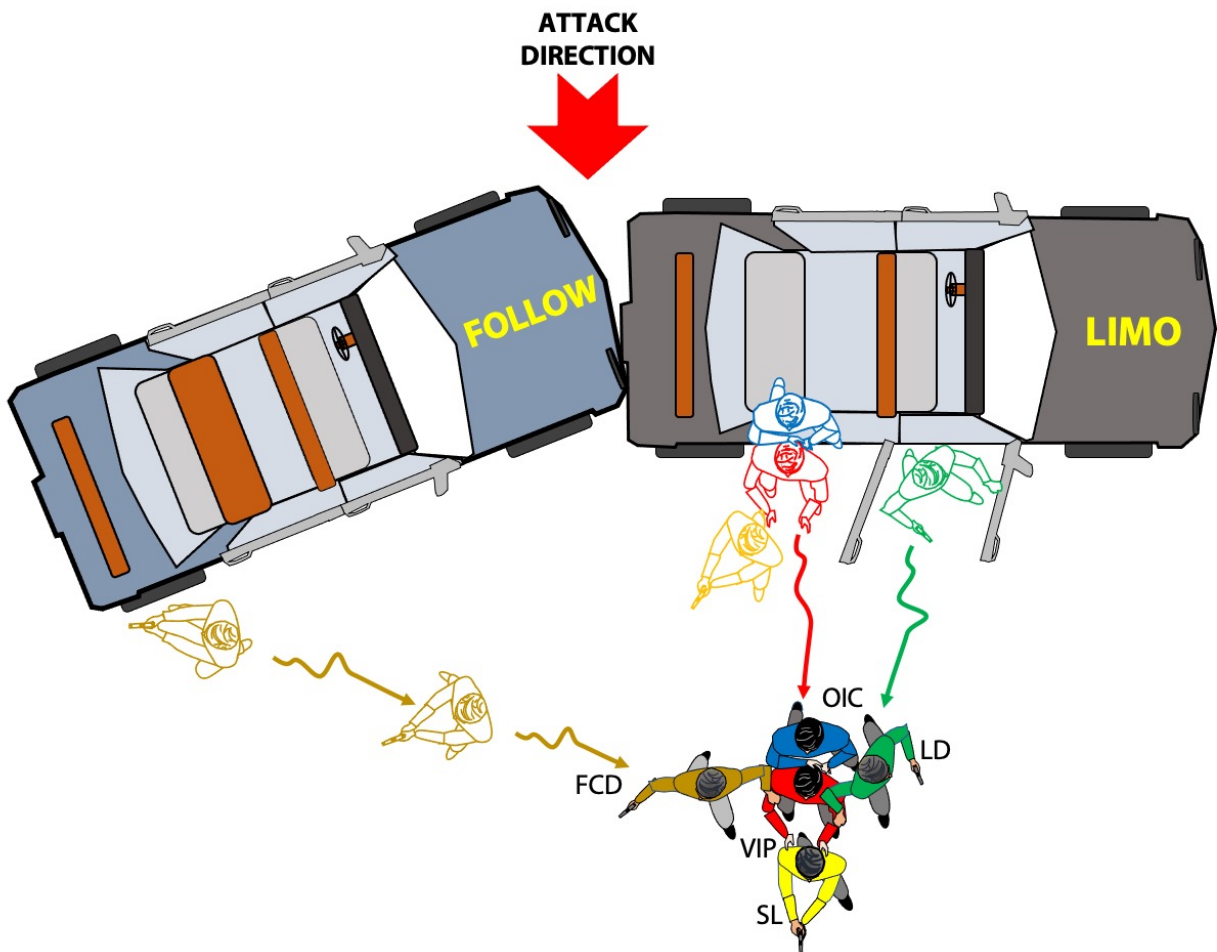
The SL will immediately open the VIP's door and stand ready to receive the VIP and OIC as they exit the Limo. At this point, the LD will be exiting and turning quickly to the left to provide flank security. The FCD will monitor the progress of the evacuation and leave the flank security position to join up with the rest of the detail once the detail starts moving. Timing is critical so the FCD should not stay any longer than necessary at the wheel well.



FOUR-PERSON EVAC: ATTACK LEFT

STEP 6: Detail Forms Protective Ring

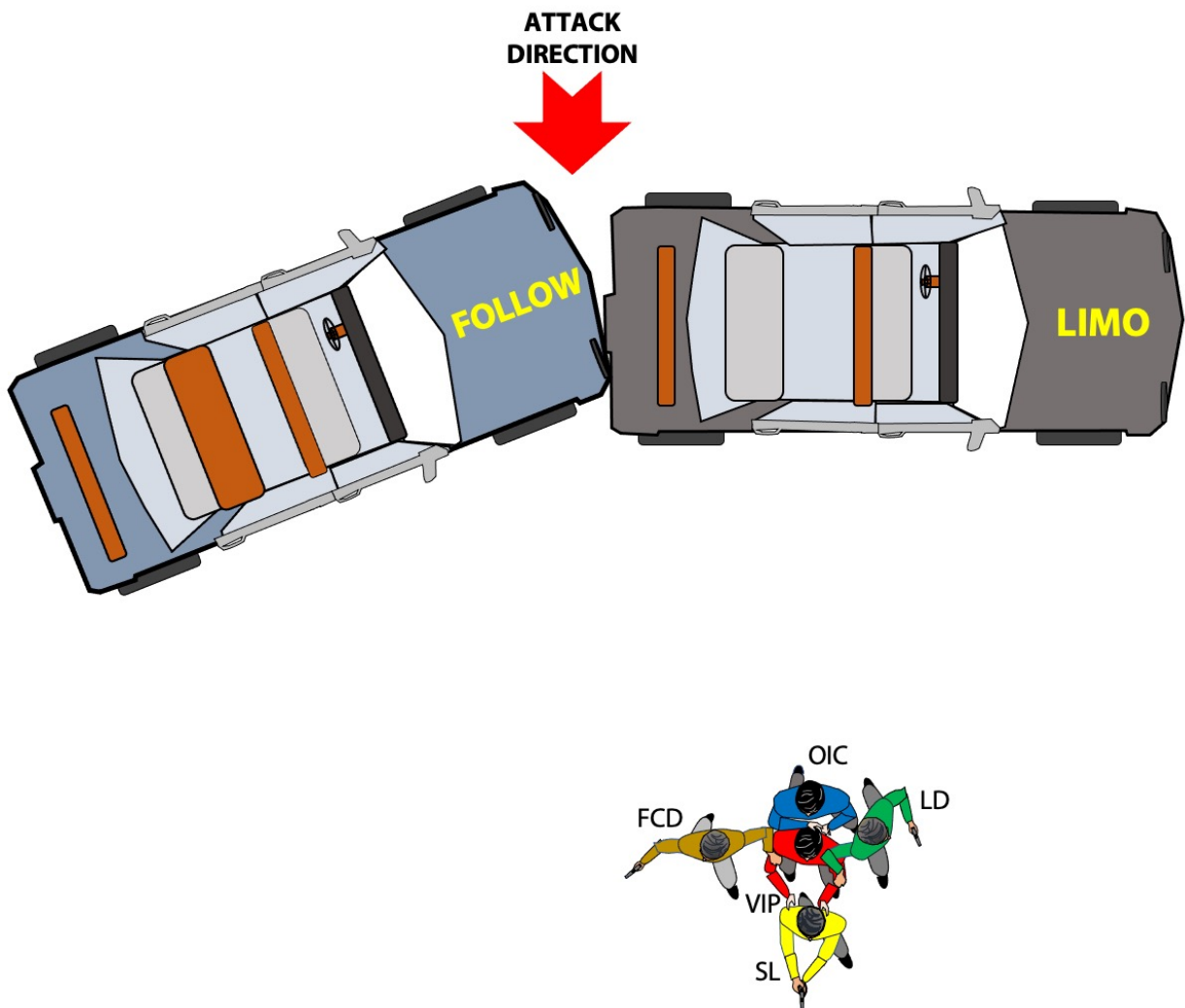
Next, all detail members will form a protective security ring around the VIP and OIC. The configuration of the initial protective ring formation may vary when the Limo doors are opened. The circumstances will generally determine who is doing what. Injuries can also play a major role. In this illustration, the SL leads the detail to the designated rally point.



FOUR-PERSON EVAC: ATTACK LEFT

STEP 7: Detail Moves Straight Back to Evac/Turn Point

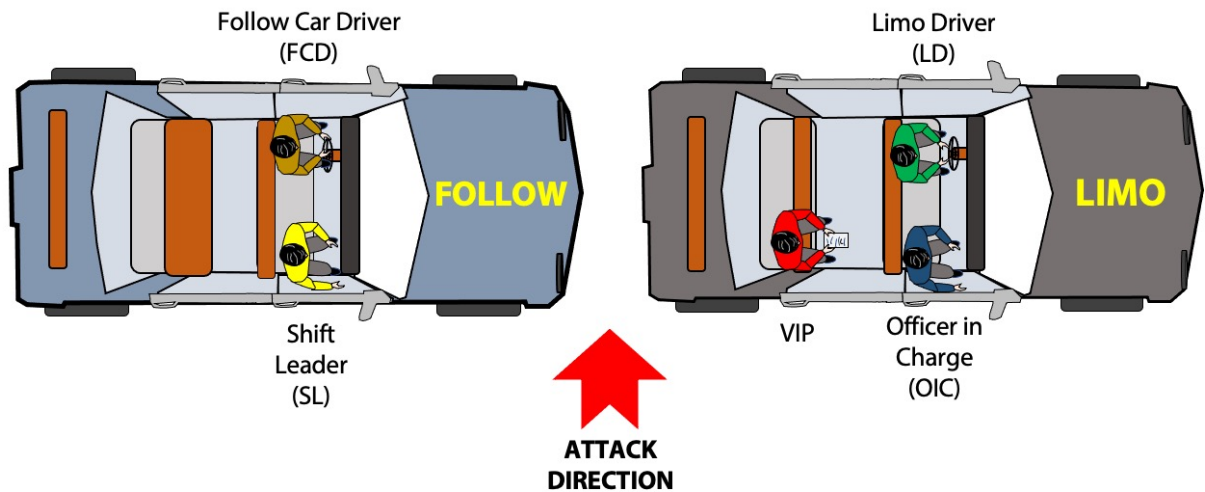
Without delay, the detail will form the best formation possible and move quickly to the nearest covered rally point. As much as possible, the vehicle should be used to conceal the egress of the detail. Therefore, the detail should move directly back in a straight line and then turn left or right to get out of the adversary's cone of fire.



FOUR-PERSON EVAC: ATTACK RIGHT

STEP 1: Follow Car Signals Limo and Positions for Evac

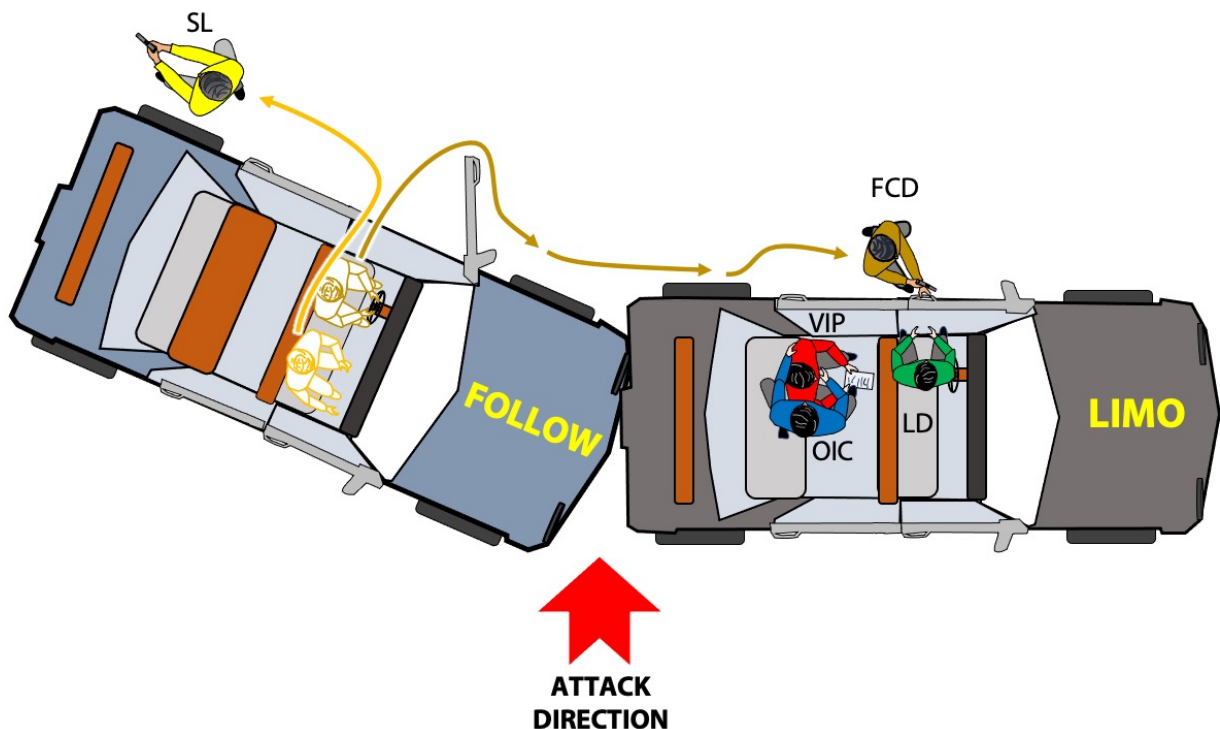
Upon recognizing all cars are downed, the Follow Car Driver (FCD) will attempt to position the Follow Car at an angle that will provide the detail with the best protection while exiting. This angled position (right or left) will be mainly based on the Limo's final immobile position and applies to all attack directions (sides, front, and rear).



FOUR-PERSON EVAC: ATTACK RIGHT

STEP 2: SL and FCD Exit the Follow Car

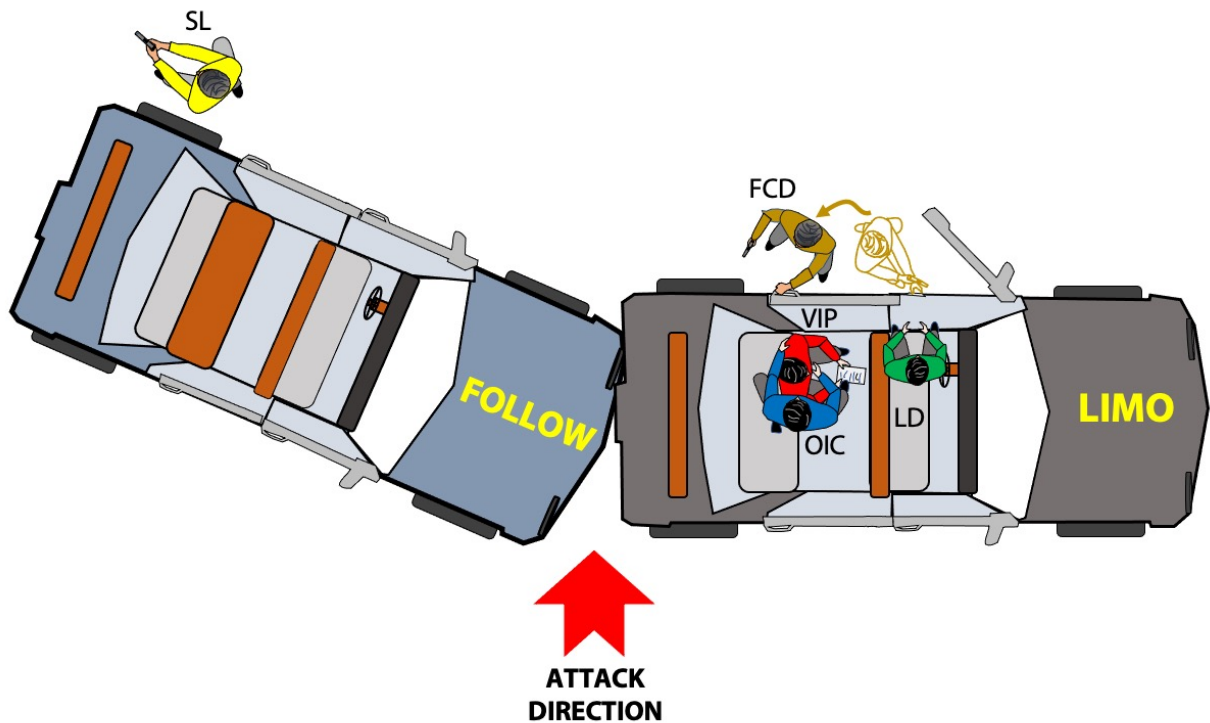
The Shift Leader (SL) or the senior PSD member who is still able will give the exit command in a loud and clear voice, "evac left" or "bailout left" at least three times. The OIC will move into the back seat with the VIP and the LD will turn to the left and prepare to exit. The nearest covered/rally point should be identified before the SL and FCD exit the car. Upon giving the exit command, the SL and FCD will get out of the car through the front seat (primary) or rear seat (secondary). Immediately the FCD will move directly to the Limo doors. The SL will go in the opposite direction to the follow car wheel well and assume a flank security position. In this illustration, the FCD decides to open the LD's door first because flank security is needed right away. Generally, the limo doors should be opened as close to simultaneously as possible to minimize the time window when bullet ricochets can enter the vehicle.



FOUR-PERSON EVAC: ATTACK RIGHT

STEP 3: FCD Opens Both Doors to Receive VIP

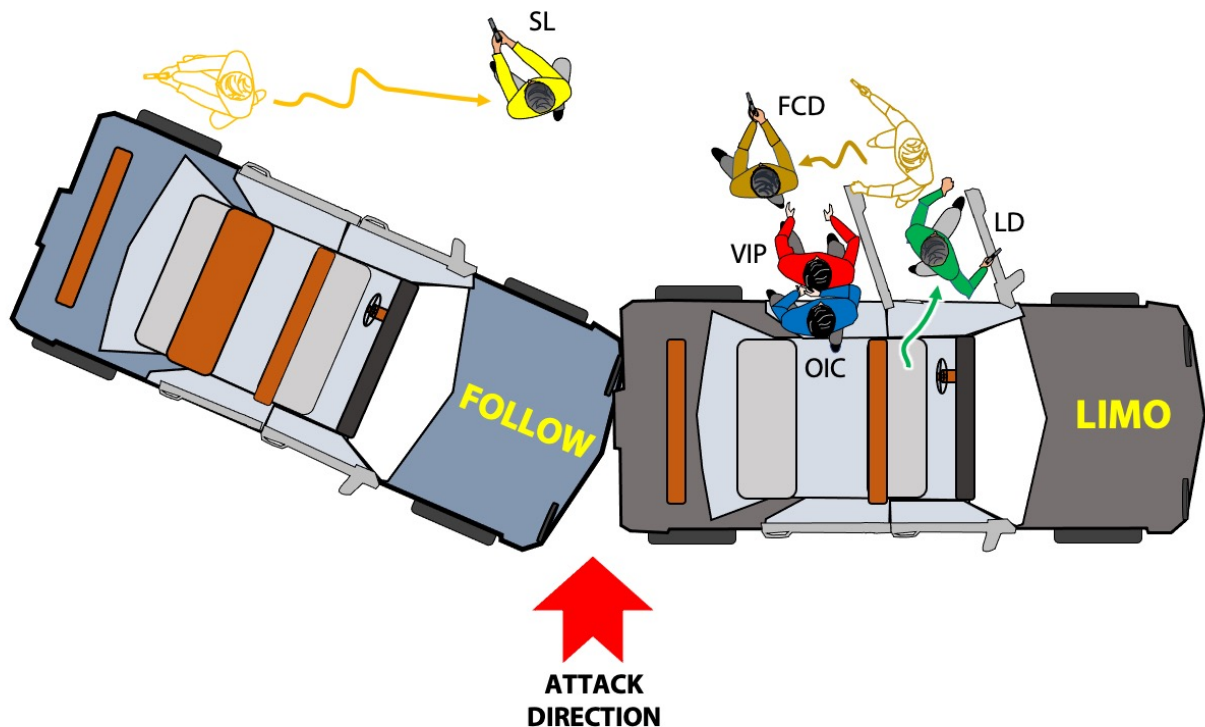
The FCD will open the LD's door and quickly move to the VIP's door. Once again, the FCD may decide to open the VIP's door first and then open the LD's door. Each option has its advantages and disadvantages; therefore, the FCD will need to stay alert to his/her surroundings to make best decision.



FOUR-PERSON EVAC: ATTACK RIGHT

STEP 4: OIC, VIP and LD Exit the Limo

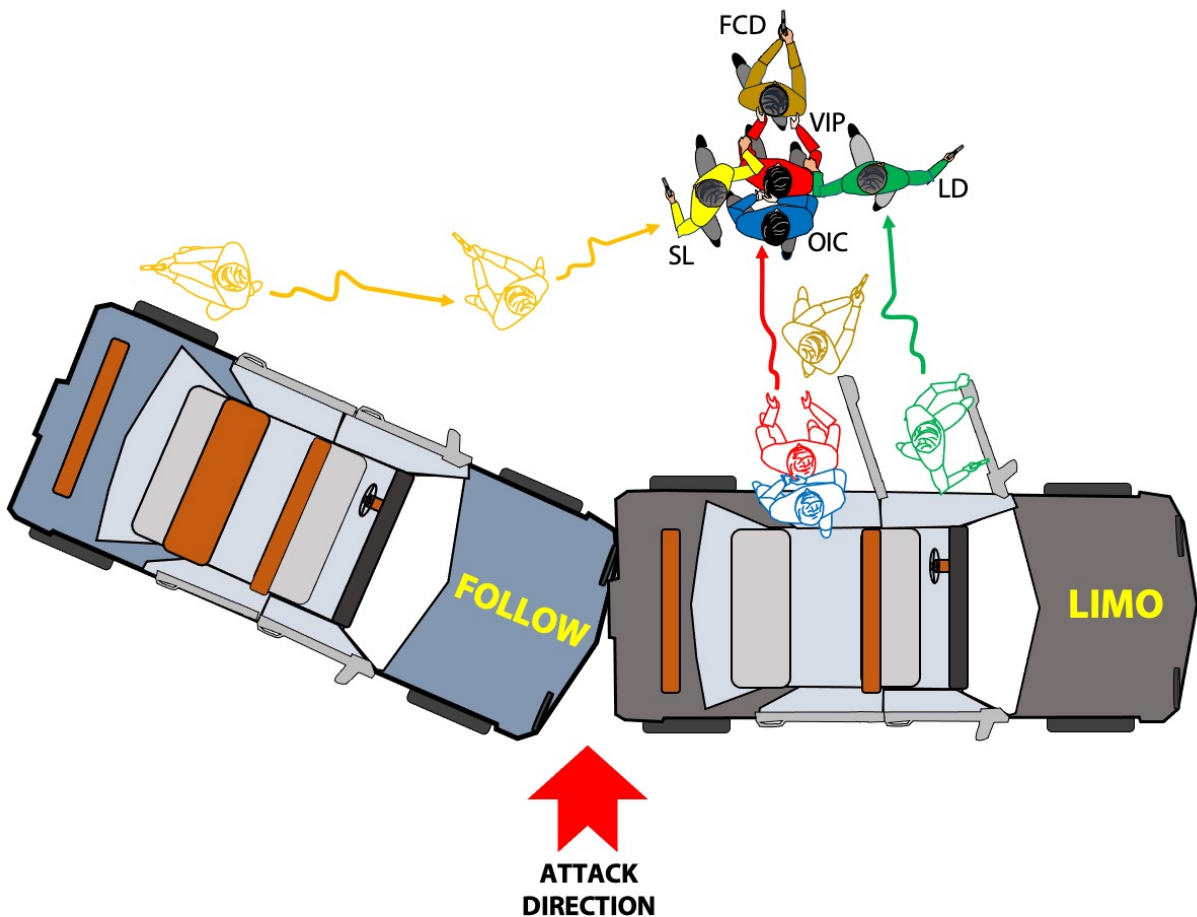
The FCD will immediately open the VIP's door and stand ready to receive the VIP and OIC as they exit the Limo. At this point, the LD will be exiting and turning quickly to provide flank security. The SL will monitor the progress of the evacuation and leave the flank security position to join up with the rest of the detail once the detail starts moving. Timing is critical so the SL should not stay any longer than necessary at the wheel well.



FOUR-PERSON EVAC: ATTACK RIGHT

STEP 5: Detail Forms Protective Ring

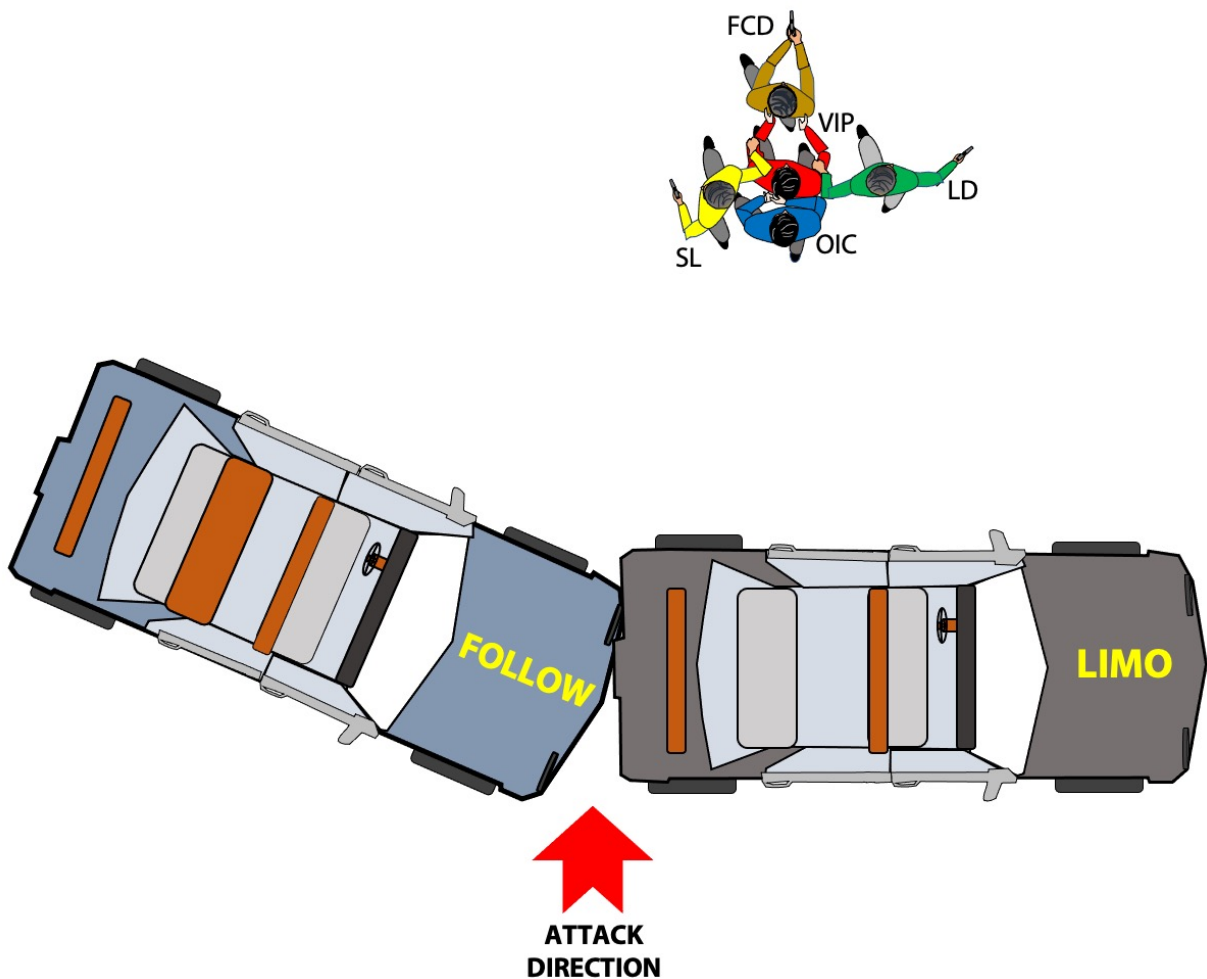
Next, all detail members will form a protective security ring around the VIP and OIC. The configuration of the initial protective ring formation may vary when the Limo doors are opened. The circumstances will generally determine who is doing what. Injuries can also play a major role. In this illustration, the FCD leads the detail to the designated rally point.



FOUR-PERSON EVAC: ATTACK RIGHT

STEP 6: Detail Moves Straight Back to Evac/Turn Point

Without delay, the detail will form the best formation possible and move quickly to the nearest covered rally point. As much as possible, the vehicle should be used to conceal the egress of the detail. Therefore, the detail should move directly back in a straight line and then turn left or right to get out of the adversary's cone of fire.





ATTACK RESPONSE

Contingencies

Planning for contingencies is critically important for protection work. Many things can go wrong, especially in a high-stress, emergency situation. It is critical for all detail members to maintain situational awareness and operate with the free-flowing flexibility described earlier in the book. If one detail member is providing cover to the right, the next detail member will cover the left, but if the first detail members covers the left, the next will remain flexible and cover the right. This is the concept of free-flowing flexibility.

There are many possible contingencies and things that could go wrong in a protection operation, far too many to cover in any book or training course. However, what follows is a general but incomplete list of some of the more common contingencies you should plan for when responding to an attack on the motorcade.

Jammed Doors – The vehicle door you plan to exit or enter from might be jammed or blocked by an obstacle. In this case you might need to crawl into the front seat or back seat to exit out a different door. If the only doors that are not jammed are on the same side as the incoming fire, you may choose to crawl out of a window. If all doors are jammed you may also need to crawl out of a window. If you have no choice but to exit on the same side as incoming fire, you must stay low and move out of the line of fire as quickly as possible.

Cannot Open the Door from the Inside – The door might not be jammed, it just might not be possible to open the door from the inside. In this case, you may choose to have one detail member exit the vehicle and open the door from the outside.

Cannot Open the VIP's Door – You may reach the VIP's door and find you are unable to open it. You may need to yell to the VIP to attempt to open the door from the inside or you might need to open a different Limo door and drag the VIP out of that door. In some extreme cases you might attempt to drag the VIP out of a window.

Driver is Incapacitated – If the driver is incapacitated the limo may stop rolling or crash. In this case, the OIC or whoever is in the passenger seat will need to immediately control the wheel and attempt to control the accelerator or brake. He/she can do this by swinging a leg over the center console or pulling the driver out of the driver's seat and crawling over. The detail should practice these maneuvers prior to an operation in the same vehicle they plan to use.

OIC Cannot Crawl Into the Back Seat with the VIP – In this case the driver can assume the OIC's role and crawl into the back seat. If neither of them is able to crawl into the back seat one of them may need to exit the Limo and re-enter the back seat from the outside.

OIC Decides to Lead the VIP out of the Limo – In most of the techniques in this book, the OIC controls the VIP from behind and lets the VIP lead the way into or out of the Limo. In some cases, the VIP might decide to reverse positions and lead the VIP.

VIP Refuses to Exit the Limo – In some cases the VIP might panic and refuse to get out of the Limo. This can be a very difficult situation but the detail must plan for it. In some cases, because speed and timing are critical, the detail members might need to physically force the VIP out of the Limo for his/her own safety.

Injuries/Casualties – Unfortunately, in a high-threat environment, it is possible that some of the detail members could be injured or killed during an operation. However, the primary objective is to protect the VIP so if one detail member goes down, another detail member must immediately fill in and take on the responsibilities of the downed detail member. The detail should practice this as much as possible in training to ensure that they are able to execute seamlessly in a high-stress situation.



FURTHER TRAINING

Courses and Resources

This manual provides an overview of mobile VIP protection and motorcade operations. However, the manual leaves many areas unexplored especially when it comes to other elements of VIP protection including site security and venue security. There are a variety of other Special Tactics manuals, both current and in production, that are designed to complement this manual. For more information on these manuals, please visit **www.specialtactics.me**.

Every Special Tactics manual has a companion online course. If you cannot find the online course associated with your manual that means it is still in production and has not yet been released. Visit our website to explore our growing selection of online courses. Online courses compliment the material covered in the manual and present knowledge and information in a variety of multimedia formats including interactive presentations, animations, videos and podcasts. All online courses also include interactive quizzes, tests and a serial-numbered completion certificate.

Finally, Special Tactics also offers in-person training. For information about upcoming courses or to request a custom course at your location please contact us on our website. If you have any other questions, comments or suggestions regarding this manual, the Special Tactics staff welcomes you to contact us on our website at **www.specialtactics.me**. We look forward to hearing from you and hope you found this manual worthwhile. Thank you for keeping our communities safe.